CITY OF BELGRADE MONTANA

BELGRADE DOWNTOWN DESIGN PLAN

2020

RESOLUTION NO. 2021 – 10

RESOLUTION TO ADOPT THE BELGRADE DOWNTOWN DESIGN PLAN

WHEREAS, the City of Belgrade established the Belgrade Commercial Center Urban Renewal District 2017 (Ordinance No. 2017-6); and

WHEREAS, the City of Belgrade retained consultants Cushing Terrell to help develop a design plan for the Belgrade Commercial Center Urban Renewal District; and

WHEREAS, the Belgrade City-County Planning Board, after notice conducted a public hearing on February 22, 2021 seeking public input and thereafter adopted a Resolution recommending that the Belgrade City Council adopt of the Belgrade Downtown Design Plan 2020 (Plan), a copy of which is attached to this resolution; and

WHEREAS, the Plan is a tool to communicate the future vision for the community with the goal of improving the resident, business, and visitor experience in Belgrade's commercial center; and

WHEREAS, the community was involved in the creation of the Plan, and the recommended improvements in the Plan were derived directly from public and stakeholder input, and information from other relevant plans or studies, and

WHEREAS, the Plan is not a regulation but an advisory document that will inform the City when updating or developing new zoning, subdivision, and design specifications, and

WHEREAS, the Plan will provide guidance on the design and construction of public infrastructure with the urban renewal district; and

WHEREAS, approval of any proposed infrastructure improvements to state highways and corresponding rights-of-way are subject to approval Montana Department of Transportation as applicable; and

WHEREAS, approval of any proposed improvements within railroad rights-of-way are subject to approval of Montana Rail Link and BNSF Railroad as applicable; and

WHEREAS, all improvements guided by the Plan must be in compliance with all applicable responsible entities, laws, and relevant specifications;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF BELGRADE, MONTANA:

The Belgrade Downtown Design Plan 2020 is hereby adopted

Dated this 1st day of March, 2021.

Russell C. Nelson, Mayor

SEAL
ATTEST:

Susan Caldwell, City Clerk

ACKNOWLEDGMENTS

This plan would not have been possible without the time, commitment, resources and input of the people of the City of Belgrade. Special thanks goes to the hundreds of individuals that provided input on the online survey, virtual design charrettes, or stakeholder interviews.

The following public boards, councils, or groups provided input, guidance, and steering:

1. Belgrade Community Coalition
2. Bozeman Yellowstone International Airport/ Gallatin Airport Authority
3. River Rock Home Owners Association
4. Belgrade Chamber of Commerce
5. Knife River Corporation, Belgrade Division
6. Belgrade Planning Board
7. Belgrade Public Works
8. Belgrade Planning Department
9. Belgrade Senior Center
10. Downtown Belgrade Business Owners
11. Montana Department of Transportation
12. Gallatin Valley Bicycle Club
13. Montana Rail Link
14. Belgrade Police Department
15. Belgrade Community Library
16. Central Valley Fire District
17. Gallatin County Planning Department

TABLE OF CONTENTS

06 **PART 1: INTRODUCTION**
07 EXECUTIVE SUMMARY
09 INTRODUCTION
11 BACKGROUND
12 PUBLIC OUTREACH SUMMARY
16 **PART 2: VISION & GOALS**
17 VISION
19 PLANNING THEMES
21 GOALS & OBJECTIVES
24 PLAN ELEMENTS
37 **PART 3: DESIGN PLAN RECOMMENDATIONS**
38 RECOMMENDATIONS
56 COST ESTIMATES
58 **APPENDIX A: PUBLIC SURVEY RESULTS**
64 **APPENDIX B: DETAILED COST ESTIMATES**

MAIN & WEAVER
RENDERING

01. EXECUTIVE SUMMARY

In Montana and across the country, communities are taking a new look at their downtown areas, especially smaller cities like Belgrade that lack the size, mixed uses, and financial resources of larger downtowns. Belgrade citizens want deeper connections to the heart of their community; places to live, shop and socialize, more ways to get around. Downtown economic activity helps cities provide quality services and amenities for everyone.

Downtown Belgrade could benefit from increased investment, infrastructure improvements and long range planning; evidenced by some buildings in disrepair, unsightly utilities, disconnected pedestrian and bicycle infrastructure, and an overall lack of cohesiveness. The main goal of this Downtown Design Plan is to focus limited resources on impactful projects to spur economic development that benefits the people of Belgrade, visitors and business owners.

This plan was initiated by the creation of an Urban Renewal District (District), which spans over 234 acres through residential neighborhoods, industrial areas and Belgrade's commercial center, all with differing character, urban form and priorities. This design plan is an extension of that effort and is the next step towards realizing an improved downtown.

During the planning process, the District was divided into two sub-areas: the Urban Core, focused around Main Street and Broadway and intended for more dense, urban development; and the Community Core, which is more residential in nature. Recommendations in this plan are distinct to these sub-areas, and phasing begins with interventions suggested for the Urban Core to act as a catalyst for private investment.

The following recommendations, among others, were developed to achieve the vision for Downtown Belgrade:

- Development of Downtown Design Guidelines to achieve desirable, predictable and complimentary development
- Development of surface parking lots for public use to manage parking issues and minimize parking requirements for new developments
- De-emphasize Main Street for trucks to minimize noise, increase safety, and improve the overall pedestrian experience
- Update the City's Zoning Regulations to allow for higher density, mixed-use buildings in the Urban Core
- Improve the intersection of Broadway and Main St. to promote multimodal functionality and coordinate with enhancements to the South Broadway railroad crossing.
- Implement streetscape improvements on Main Street, Broadway and Central Avenue to include decorative lighting, street planters and street trees, trash cans, bike racks and bench seating
- Install dedicated bike lanes on Central Avenue, north/south side streets connecting to Main
- Place gateway signage in strategic locations to create a sense of arrival

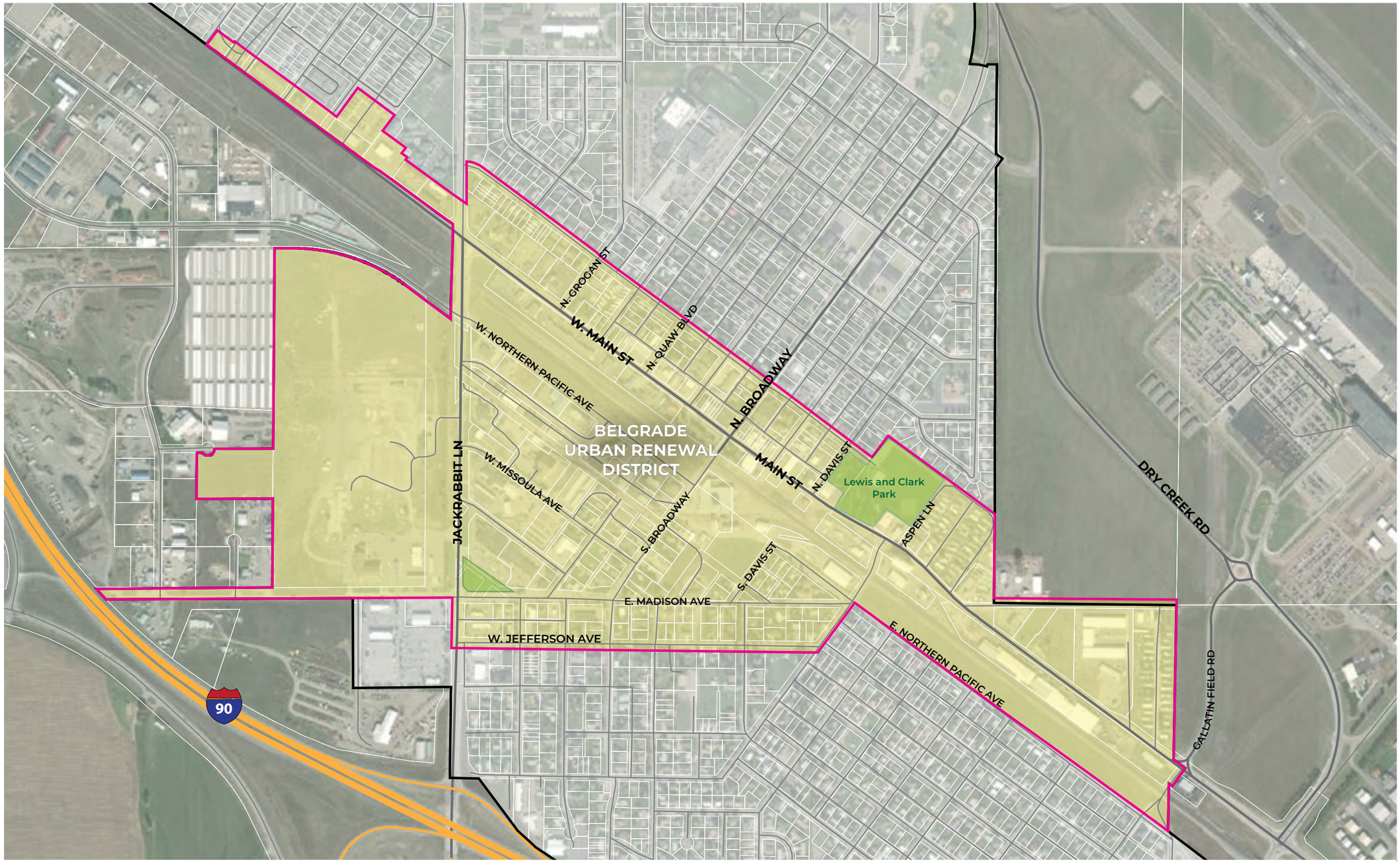
DEBOS
PAWN

02. INTRODUCTION

The Belgrade Downtown Design Plan is a tool used to communicate the future vision for the community with the goal of improving the resident, business owner and visitor experience in Belgrade's commercial center. Initiated by the creation of an Urban Renewal District in 2017, this plan aims to improve the overall economic health of the community through redevelopment and rehabilitation of buidings and infrastructure using in Downtown Belgrade and considers the most effeciaent and effective way to utilize TIF funding.

The community was integral in the creation of this plan, and the recommended improvements came directly from public input and stakeholder engagement, as well as other input such as relevant plans or studies.

Belgrade has long been seen as a bedroom community for Bozeman workers, and this plan aims to change that. Public comment suggests that Belgrade residents don't want to drive to Bozeman for goods and services, and there is desire to locate more of these businesses in Downtown Belgrade. In order to attract new businesses and support those existing, the City must contribute funds to make needed improvements to the infrastructure and visual appeal of its commercial center.


BELGRADE
URBAN RENEWAL
DISTRICT
N. GROGAN ST
W. MAIN ST
N. QUAW BLVD
N. BROADWAY
W. NORTHERN PACIFIC AVE
JACKRABBIT LN
W. MISSOULA AVE
S. BROADWAY
MAIN ST
N. DAVIS ST
Lewis and Clark Park
ASPEN LN
DRY CREEK RD
S. DAVIS ST
E. MADISON AVE
W. JEFFERSON AVE
E. NORTHERN PACIFIC AVE
GALLATIN FIELD RD
90

BACKGROUND

In 2017, the City of Belgrade created the Belgrade Commercial Center Urban Renewal District which included an Urban Renewal Plan (URP) and established a Tax Increment Financing (TIF) District. Prior to preparing the URP, the Belgrade City Council adopted a resolution designating the district as blighted, establishing the need for the urban renewal program and provided the rationale for investing public funds in redevelopment activities. Montana state law defines a blighted area as one that substantially impairs or arrests the sound development of communities, constitutes an economic or social liability, and/or constitutes a menace to the public health and safety in its present condition.

Despite Belgrade's growing population, its commercial center has suffered from lagging investment in public and private infrastructure. The conditions of Belgrade's commercial center were examined and the 2017 URP listed five conditions of blight:

- the substantial physical dilapidation; deterioration; defective construction, material and arrangement; or age obsolescence of buildings or improvements, whether residential or nonresidential;
- defective or inadequate street layout;
- faulty lot layout in relation to size, adequacy, accessibility, or usefulness;
- unsanitary or unsafe conditions; and
- deterioration of site.

The URP supports area and issue-specific planning efforts, which initiated the creation of this Design Plan to achieve: acquisition and development of off-street public parking, unification of urban design elements, capital improvements, feasibility of targeted markets, complimentary and interdependent activities and commerce.

In creating the phasing plan for this plan's recommendations, the project evalutaion criteria from the URP were used to prioritize projects based on purpose, intent, funding, conditions of blight and economic growth.

03.
PUBLIC OUTREACH SUMMARY

Input from the people living, working, visiting and leading the community was critical to the success of the Belgrade Downtown Design Plan. While the COVID-19 pandemic prevented large in-person input sessions, the Project Team held a booth at the Farmer's Market during the month of July to gather input face to face. Engagement efforts for this plan were robust despite prohibitions on gatherings. The following summarizes the results of the public input process and how they directly influenced the recommendations in this plan.

Stakeholder Process

During initial meetings, the Project Team held phone interviews and one-on-one meetings with individuals representing the following stakeholder groups:

- Belgrade Chamber of Commerce
- Gallatin County Commission
- Downtown Belgrade Business Owners
- Belgrade Public Works
- Belgrade Community Coalition
- Belgrade School District
- Montana Department of Transportation
- Gallatin Valley Bicycle Club
- Development community
- Real estate community
- Belgrade Senior Center
- Montana Rail Link
- Belgrade Police Department
- Central Valley Fire District
- Belgrade Planning Department
- Belgrade City Manager's Department
- Triangle Planning Coordination Committee
- Bozeman Yellowstone International Airport
- Knife River Corporation
- Belgrade City Attorney's Office

Downtown Business Owners were individually interviewed by going door to door to gather input on what was and was not working for their businesses. The Project Team even presented to a third grade class at Quaw Elementary to hear what ideas Belgrade's youth had for making Downtown a more vibrant, safe and fun place to be.

Public Process

The public engagement process was multi-faceted and included several ways of obtaining feedback, including an online survey, an online mapping tool, a place for the public to post their ideas for how to improve Downtown Belgrade, a virtual Open House, and handwritten feedback on the draft design plan which was displayed at City Hall, the Library and the Mercantile Building. The full survey results can be found in the appendix.

Throughout the entire engagement process, information about the project and ways to engage were available on the project website, BeHeardBelgrade.com. Information was also shared on social media from the Be Heard Belgrade Facebook and Instagram pages which had a significant following. Non-digital outreach occurred in the form of press releases, newspaper articles, and distribution of flyers and postcards.

Be Heard BELGRADE

BELGRADE DOWNTOWN DESIGN PLAN

Engagement Summary

OUTREACH CHANNELS:

- Be Heard Belgrade website
- Social Media
- Door-to-door (downtown businesses)
- Email blasts
- Newspaper articles
- Press Releases

ENGAGEMENT METHODS:

- One-on-one stakeholder interviews
- Online & Paper surveys
- Map Pinning
- Virtual public meetings
- In-person displays
- Elementary school workshop

WHAT WE HEARD:

The top 10 themes that emerged through all engagement channels were:

1. **Prioritize visual improvements** (lighting, streetscape, landscaping, etc.)
2. **Improve sidewalks and sidewalk connectivity**
3. **Lack of parking downtown which deters people from coming to the area**
4. **Celebrate the industrial look and feel of the railroad and merge with historic downtown**
5. **Improve traffic lanes and controls**
6. **Main Street needs more retail**
7. **Downtown needs more outdoor seating**
8. **Pedestrians need a way to safely cross the railroad** (like a pedestrian bridge/tunnel)
9. **Desire for uniformity downtown and historic preservation**
10. **Create some sort of barrier between the railroad & Main Street**

For more information visit: **beheardbelgrade.com**

CITY OF BELGRADE MONTANA

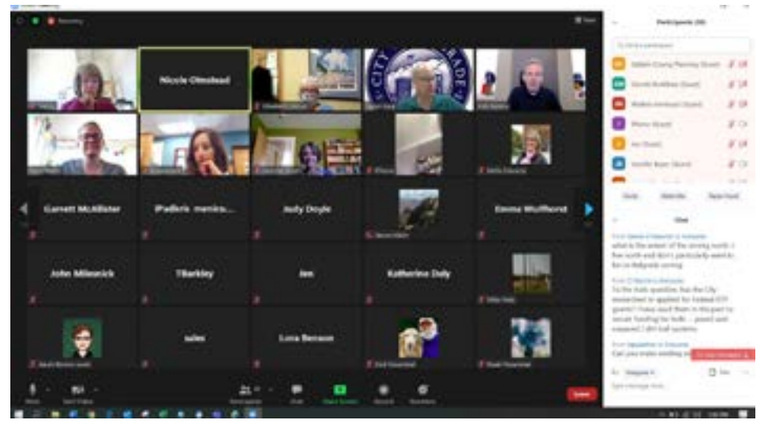
How was this information used?

The qualitative data collected through the stakeholder and public processes was analyzed and translated into physical improvements and interventions recommended in this plan. The Vision and Goals were crafted by listening to what the people of Belgrade want for the future of their Downtown.

The top ten themes that emerged through all input channels were:

1. Prioritize visual improvements (lighting, streetscape, landscaping, etc.)
2. Improve sidewalks and sidewalk connectivity
3. There is a lack of parking Downtown which deters people from coming to the area
4. Celebrate the industrial look and feel of the railroad and merge with historic Downtown
5. Improve traffic lanes and controls
6. Main Street needs more retail
7. Downtown needs more outdoor seating
8. Pedestrians need a way to safely cross the railroad (pedestrian bridge/tunnel)
9. Desire for architectural uniformity Downtown and historic preservation
10. Create some sort of barrier between the railroad and Main Street

The project website: BeHeardBelgrade.com



40 Belgrade community members joined the virtual Open House in October

Belgrade Elementary, Ms. Cuskey's 3rd Grade Class, Fall 2020

A few of many ideas offered for how to make downtown Belgrade better:

- Add more parks
- City-wide composting
- More bike lanes
- Recycling bins
- An art museum
- A dog park with a playground
- Water parks downtown!
- A public pool!

"Keep the historic Main Street small town country feel"

–Public Comment

Streetscape
decorative pavement
Ted- Pavers allow future flexibility
planters & benches
Kristi- Keep it simple and low maintenance! Timeless, too :)
Tiffany - Look of planters is good. Low maintenance is important.
bike lane types

Main & Weaver
Steve- Taken away on street parking. Offstreet parking would work well
Control uses and amount of glazing on ground floor
Like the variation, provide options for deviation
Electric vehicle planning

Google Jamboard slides from design charrettes

Design Charrettes

Two collaborative design charrettes were held with key stakeholders to engage community experts in the design process and refine initial design concepts. The charrettes were held virtually in October 2020 due to the COVID-19 pandemic. Stakeholders were engaged through a Google Jamboard, an online software where charrette participants could use drawing tools and post character images, much like how an in-person meeting would be held around a large map with pens and sticky notes.

In the meetings, the project team walked participants through preliminary proposed streetscape improvements, discussed development standards for buildings, and defined architectural character preferences. The design team asked the question: what is the Belgrade brand? Answers included timeless, a mix of old and new, classic materials (brick, steel, wood), and eclectic (rather than homogeneous).

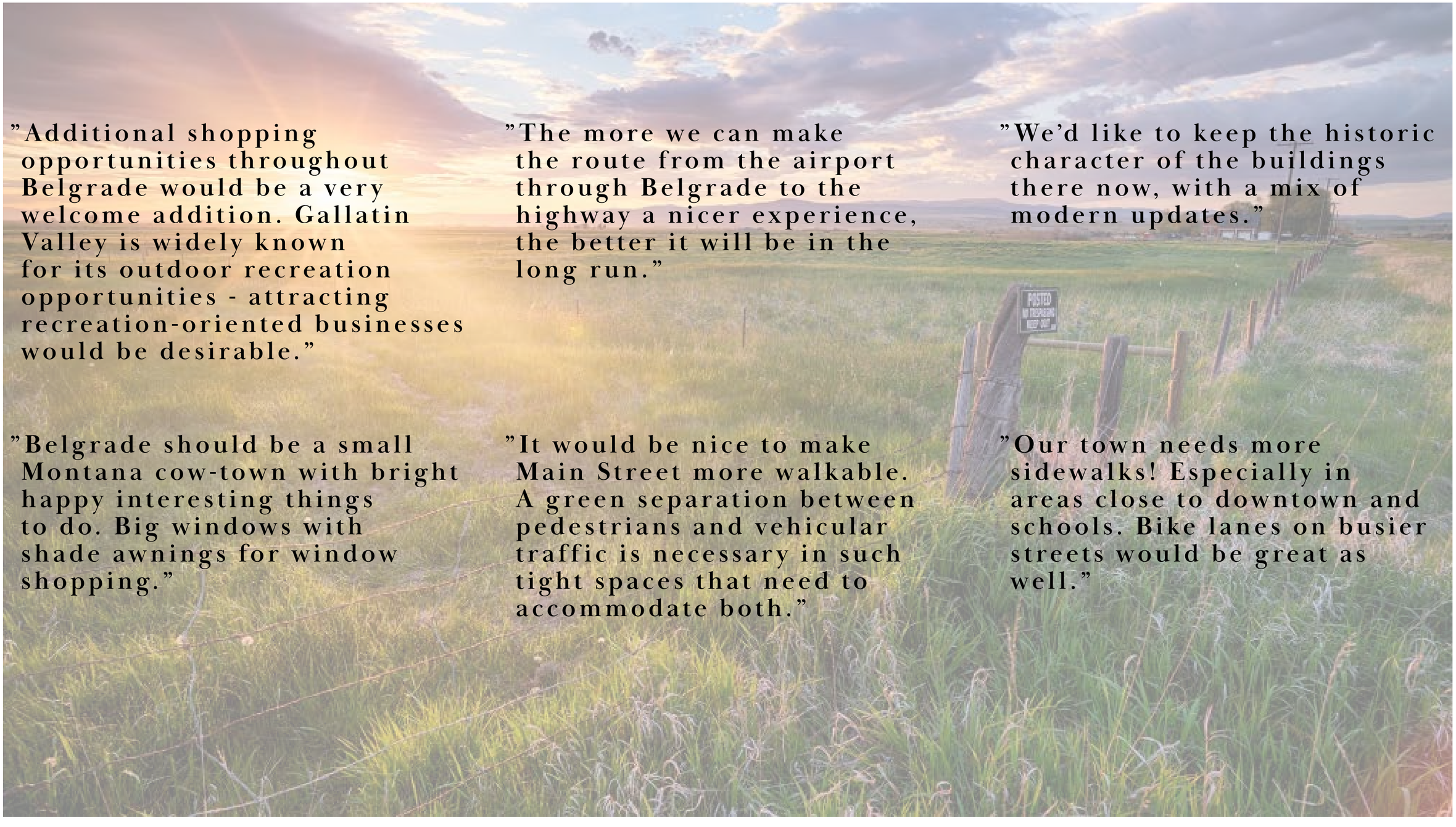
When discussing streetscape improvements, charrette participants preferred clean, simple, and low-maintenance improvements like planters, benches and pavers. They liked the idea of installing bike lanes on Central Avenue and the north/south side streets and focusing on widening the sidewalks on Main Street. The design team walked participants through 3D models of two key intersections: Main Street at Weaver Avenue and Central Avenue at Davis Street. The models showed potential building scale and massing at the current zoning and imagined what it could look like with higher densities. Participants were excited about the potential for increasing building heights while incorporating setbacks and design regulations.

PART 02
VISION & GOALS

04. VISION

This Vision Statement represents the values, identity, and character of a future Downtown Belgrade.

"Downtown Belgrade is the economic, cultural and social center of its rural community that emphasizes connections to neighborhoods in the greater Belgrade area. A network of walkable and accessible streets expands the Downtown experience to encompass more than just Main Street. Investments in infrastructure and public improvements are designed to make Downtown welcoming to everyone. Both historic buildings and the rustic, industrial feel of the railroad are celebrated; and new development compliments the old. A diverse economy makes Belgrade a year-round destination for businesses, residents and visitors."



”Additional shopping opportunities throughout Belgrade would be a very welcome addition. Gallatin Valley is widely known for its outdoor recreation opportunities - attracting recreation-oriented businesses would be desirable.”

”The more we can make the route from the airport through Belgrade to the highway a nicer experience, the better it will be in the long run.”

”We’d like to keep the historic character of the buildings there now, with a mix of modern updates.”

”Belgrade should be a small Montana cow-town with bright happy interesting things to do. Big windows with shade awnings for window shopping.”

”It would be nice to make Main Street more walkable. A green separation between pedestrians and vehicular traffic is necessary in such tight spaces that need to accommodate both.”

”Our town needs more sidewalks! Especially in areas close to downtown and schools. Bike lanes on busier streets would be great as well.”

05.
PLANNING THEMES

Through the creation of the Design Plan, Belgrade community members identified many well-known and long-standing issues. Participants in the process also shared new ideas and fresh insights for how to improve the City's commercial center. General themes began to emerge as information was gathered, and these themes provide a framework around which this plan has laid out goals, strategies and projects. These themes generally follow the themes from the 2020 Growth Policy, with minor deviations to narrow the focus towards the downtown area.

Theme 1: FEEL

Downtown has a unique sense of place with a mix of historic buildings, new structures, and the rustic, industrial railroad.

The uniqueness of Belgrade's character should be apparent in the way the City brands itself, a consistent style of urban design elements like street lights and benches, architecture that celebrates history and new buildings that complement the old, while allowing for flexibility and affordability in development.

Theme 2: MOVE

With connectivity improvements like bike lanes, sidewalks, crosswalks, and improved traffic controls, Downtown Belgrade emphasizes connections within the dowtnown and among surrounding neighborhoods. A network of walkable and accessible streets expands the downtown experience to encompass more than just Main Street.

Better connectivity for all transportation modes is needed in Downtown Belgrade. Limited parking availability impacts the businesses Downtown, and a disconnected sidewalk network contributes to a negative pedestrian experience. This plan also addresses railroad crossings, bicycle infrastructure and vehicular circulation.

Theme 3: WORK

A diverse economy makes Downtown Belgrade a year-round destination for businesses, residents and visitors. Community members don't have to leave the district for needed goods and services, and employment opportunities for a diverse workforce are plentiful.

Belgrade desires to shed its image as Bozeman's bedroom community, and residents have voiced that they would like more essential goods and services to locate closer to home. By improving the appearance and functionality of Downtown, businesses will look to locate in Belgrade and contribute to a more diverse economy. With increased employment opportunities, Belgrade residents will be able to live where they work.

Theme 4: PLAY

Downtown Belgrade has welcoming parks and community spaces that allow for community gathering and access to the natural environment.

This plan emphasizes the importance of a green network - not just individual parks but also the green spaces that connect them. The public voiced desire for gathering spaces where community events could be held. Downtown Belgrade should have a variety of establishments so that adults and families no longer have to drive to Bozeman for after-work entertainment.

Theme 5: LIVE

Downtown Belgrade offers a vaiety of living spaces for residents of all ages and incomes. Residents that live downtown see the benefits of urban living while maintaining Belgrade's small-town feel.

Although Belgrade has been known for its housing affordability relative to neighboring areas, the stock of available low-cost housing has been quickly depleting. Downtown should have mixed-use buildings with commercial/retail on the first floor and residential above, offering an urban-apartment lifestyle that has been missing in Belgrade.

Theme 6: GROW

Downtown Belgrade concentrates density where appropriate with a mix of uses creating a walkable downtown environment at a pedestrian scale.

Opportunities for infill development in Downtown Belgrade are plentiful, and by adding mixed-use buildings to the City's commercial center, the area will become vibrant with people and activity. By concentrating density in the urban core, the community core can stay rural and residential in nature, helping maintain Belgrade's small-town character.

06.
GOALS & OBJECTIVES

Goals and Objectives are a combination of statements that link the Vision and the Recommendations. Goals present broad initiatives while Objectives present actionable motions taken by agencies, groups, or individuals.

FEEL

Goal 1: Preserve and maintain historically and culturally significant structures.

Objective 1.1: Assess value of historic structures and spaces, and create measures to protect and enhance the historic character as identified by the assessment. Partner with State Historic Preservation Office to investigate options to receive historic preservation funds and designations.

Goal 2: Ensure all new development and redevelopment is complimentary of existing buildings and their character.

Objective 2.1: Develop design guidelines for buildings Downtown that are reasonable and reflect the vision of the community.

Objective 2.2: Designate an entity that reviews building applications for their adherence to the design guidelines and advises the Planning Board on approval.

Goal 3: Enhance Downtown Belgrade's sense of arrival.

Objective 3.1: Create attractive gateway design features that welcome residents and visitors to Downtown.

Objective 3.2: Transition Downtown character to adjacent neighborhoods.

Goal 4: Enhance Downtown Belgrade's sense of place.

Objective 4.1: Prioritize visual improvements of buildings and streetscape to enhance the Downtown experience.

Objective 4.2: Create a distinct brand identity that promotes Downtown Belgrade as a place to live, work, play, visit and learn.

Objective 4.3: Develop and implement landscape requirements for new buildings and renovations.

Goal 5: Celebrate the industrial look and feel of the railroad and merge with historic downtown.

Objective 5.1: Explore the materiality of railroad and historic structures when creating design guidelines.

Goal 6: Enhance visibility and access to Downtown destinations and amenities.

Objective 6.1: Develop a branded wayfinding system.

Objective 6.2: Preserve and enhance views of prominent landmarks, including structures and terrain.

MOVE

Goal 1: Ensure streetscapes prioritize the pedestrian and use available rights-of-way for public improvements.

Objective : 1.1 Provide space for outdoor seating, street trees, planters, signage and other public improvements.

Objective 1.2: Implement and build upon the recommendations for pedestrian infrastructure laid out in the Belgrade Long Range Transportation Plan.

Objective 1.3: Improve railroad crossings for pedestrians.

Goal 2: Develop a comprehensive Downtown bicycle network to connect into a City-wide system.

Objective 2.1: Implement and build upon the recommendations for bicycle infrastructure laid out in the Belgrade Long Range Transportation Plan.

Objective 2.2: Assess need and locations for bicycle parking and public repair stations.

Goal 3: Provide a safe and efficient route for trucks through Belgrade that does not negatively impact the Downtown experience.

Objective 3.1: Consider re-routing trucks away from Main Street.

Goal 4: Optimize parking Downtown for all stakeholders.

Objective 4.1: Provide convenient public parking Downtown.

Goal 5: Provide for safe and efficient vehicular movement throughout Downtown Belgrade.

Objective 5.1: Identify unsafe and inefficient intersections and upgrade them.

WORK

Goal 1: Attract new and diverse businesses to locate in Downtown Belgrade.

Objective 1.1: Provide adequate public parking to alleviate the need for new businesses to provide required parking.

Objective 1.2: Establish a fund for demolishing unsightly or condemned buildings to encourage new development.

Goal 2: Retain and support existing businesses.

Objective 2.1: Create a program to help business/ property owners with maintenance costs to improve their properties.

Goal 3: Make Downtown Belgrade a regional destination for entertainment, culture, shopping and dining.

PLAY

Goal 1: Provide parks and green spaces throughout the Urban Renewal District to create a green network.

Objective 1.1: Acquire parcels within the district for parks, public plazas, and trail development.

Objective 1.2: Connect existing parks and schools with sidewalks or trails and link to Downtown.

Objective 1.3: Improve existing green spaces with trees, planters, and amenities.

Goal 2: Increase the number and diversity of public spaces Downtown.

Objective 2.1: Pursue the development of a community gathering space to host events.

Objective 2.2: Explore options for businesses to develop patio spaces, courtyards, balconies, and rooftop patios.

Goal 3: Provide public access to educational and cultural institutions.

Objective 3.1: Develop a new library and community center in Lewis and Clark Park on the site of the old fire station.

LIVE

Goal 1: Create more living options Downtown by encouraging a variety of new housing types and preserving and enhancing existing neighborhoods.

Objective 1.1: Encourage mixed-use buildings to allow for apartment development.

Objective 1.2: Ensure existing housing is safe and attractive.

Goal 2: Reinforce housing with general public wellbeing.

Objective 2.1: Locate desired amenities, park and trail access, and compatible land uses near residential areas to attract and retain residents.

GROW

Goal 1: Encourage the development of mixed-use buildings in the Urban Core.

Objective 1.1: Review the Zoning Regulations and amend them to allow for mixed-use developments Downtown.

Belgrade Christmas Convoy on Main Street, December 2020
Photo credit: Dave Hebert

Objective 1.2: Review the Zoning Regulations and consider increasing allowable building heights in the Urban Core.

Objective 1.3: Ensure that any design standards are not financially burdensome for developers.

Goal 2: Retain the residential character of the Community Core while allowing neighborhood-serving commercial uses.

Objective 2.1: Review design and planning options that transition and merge residential and commericial uses.

Goal 3: Improve the Main Street experience by minimizing impacts from the railroad.

Objective 3.1: Encourage development of the parcels between Main Street and the railroad to create visual separation.

Objective 3.2: Investigate and consider establishing a railroad quiet zone.

Objective 3.3: Examine leased property opportunities for areas adjacent to Main Street.

07.
PLAN ELEMENTS

Plan and Study Assessment Summary

While other plans and studies were consulted in the creation of the Design Plan, the following four plans had the most influence over the goals, objectives and recommendations within this plan.

Belgrade Growth Policy, 2020

An update to the 2006 Growth Policy, the 2020 Growth Policy focused on the area within the 4.5-mile Planning Jurisdiction surrounding the City of Belgrade. Goals in the plan included directing growth to areas within or nearby the municipal boundaries to preserve open space, agricultural operations and provide efficient and sustainable infrastructure. These goals directly influenced the goals promoting infill in Downtown Belgrade and providing a wide range of housing types in this plan. The recommendations from the Growth Policy regarding mobility, parks, public spaces, housing, infrastructure, services and economics were pursued in detail to formulate the recommendations in this plan.

Belgrade Commercial Center Urban Renewal District Plan, 2017

The Urban Renewal Plan was the impetus for this Downtown Design Plan, identifying conditions of blight in the Urban Renewal District that the recommendations within this plan aim to alleviate. The Urban Renewal Plan answers the question: "what physical conditions are not working in downtown Belgrade?" while this plan answers the question "what physical improvements can make downtown Belgrade better?" The Urban Renewal Plan also authorizes the use of Tax Increment Financing to fund the public improvement projects recommended in this plan.

Title 10 Belgrade Muncipal Code Zoning Regulations

The City's zoning code regulates land use including standards for the design of new development such as parking, signage and landscaping requirements. It also regulates how a building is used and the type of operations that can occur in different zone districts. When analyzing the development standards within the code for Downtown Belgrade, the design team created 3D models of what is allowed under the current zoning, what would be allowed with higher density zoning, and explored other options including setbacks, height restrictions, massing and parking. Implementing this Downtown Design Plan will depend upon the update to these Zoning Regulations to ensure that development in the City's commercial center is what the community desires. Recommendations for how to amend the Zoning Regulations are included in this plan.

Belgrade Long Range Transportation Plan, 2018

The Belgrade Long Range Transportation Plan was used to formulate the goals, objectives and recommendations around mobility, connectivity and accessibility in this plan. Some of these goals included expanding the active transportation network, improving connectivity for all transportation modes, prioritizing safety improvements, and ensuring the transportation system supports the economic vitality of the community. Many of the issues identified in the Urban Renewal Plan were consistent with those in the Long Range Transportation Plan, and have been further explored in this plan.

BELGRADE DOWNTOWN DESIGN PLAN

Existing Zoning

- Urban Renewal District Boundary
- City Boundary
- AS - Agricultural Suburban
- B2 - Highway Business District
- B3 - Central Business District
- M1 - Commercial Light Manufacturing
- M2 - Manufacturing & Industrial
- PLI - Public Lands & Institutions
- R1 - Residential Single Family
- R2 - Residential SF Medium Density
- R2M - Residential SF & Manufactured Homes
- R3 - Residential Medium Density

0 0.075 0.15 0.3 Mi

N

W. MAIN ST
N. GROGAN ST
N. QUAW BLVD
N. BROADWAY
MAIN ST
N. DAVIS ST
W. NORTHERN PACIFIC AVE
JACKRABBIT LN
W. MISSOULA AVE
S. BROADWAY
S. DAVIS ST
ASPEN LN
Lewis and Clark Park
DRY CREEK RD
E. MADISON AVE
W. JEFFERSON AVE
E. NORTHERN PACIFIC AVE
FRONTAGE RD
GALLATIN FIELD RD
90

Issues and Constraints

The following are existing issues and constraints that prevent Downtown Belgrade from reaching the community's vision and achieving community goals. Following this section are the Design Plan Recommendations that aim to alleviate these issues.

Existing Zoning

Under the current Zoning Ordinance, land in the Urban Renewal District is zoned into five different districts: Central Business District, Commercial Light Manufacturing, Manufacturing and Industrial, Highway Business District and Residential Medium Density.

Under the existing Central Business District Zone, the maximum building height is 32 feet (unless it is a permitted conditional use) which realistically only allows 2 story buildings. This severely limits the density possible in the most urban part of Belgrade, and can be a limiting factor when trying to implement mixed-use developments. Buildings in this zone can cover the entire lot, and for a development to "pencil out", if developers can't go up higher than two stories, they will likely want or need to cover the entire lot. This leaves little to no room for outdoor seating or patio space, something that consistently came up in public input as lacking in Downtown Belgrade.

The current Zoning Ordinance lacks a Mixed Use zoning designation, and residential uses are not permitted in the Central Business District. To promote a dense, mixed-use urban form in Downtown Belgrade, it is a recommendation of this Design Plan to update the Zoning Ordinance to allow for taller buildings and permit residential uses on the Main Streets of Downtown Belgrade.

The Commercial Light Manufacturing Zone (M-1) which includes the railroad properties is intended to provide for storage, warehousing, transportation terminals and light manufacturing, while minimizing adverse effects on residential development. While screening is required between the M-1 District and residential districts, it is not required to screen the City's commercial center from the negative impacts associated with the railroad, trucking and manufacturing like noise and pollution. It is recommended that landscape and buffering provisions be examined to improve transitions between incompatible uses.

Central Avenue between Grogan and Davis Streets is just one block north of Main Street, however half of the street is zoned Residential Single Family Medium Density (R-2). The uses permitted in this zone district are primarily single family dwellings, day care facilities and open space. Central Avenue has the potential to become an extension of Main Street. Its close proximity to existing storefronts and wide publie right-of-way make it an excellent candidate for future commercial and mixed-use development. The R-2 District is a limiting factor in achieving higher densities and mixed use development in the future.

Zone District	Maximum Building Height	Lot Coverage	Off-street Parking
Central Buisiness District	32 Feet (unless a CUP)*	Buildings can cover entire lot	2 spaces per 1,000 sf commercial floor space
Highway Buisiness District	32 Feet (unless a CUP)*	Entire lot, exclusive of yards and parking	Dependant on type of use
Residential Medium Density	32 Feet	No more than 40% of the lot area	2 spaces per 1 + 2 BR unit, 2.5 per 3 BR, and 1 space per additional BR
Commercial Light Manufacturing	None	Entire lot, exclusive of yards and parking	Dependant on type of use
Manufacturing & Industrial	None	Entire lot, exclusive of yards and parking	Dependant on type of use

*Buildings taller than 32 feet require a Conditional Use Permit

Artists rendering of Main Street with architectural standards with current zoning regulations

Existing Land Use & Ownership

Within the Urban Renewal District, urban commercial land uses occupies the bulk of land with 63% or 148 acres of the total 234 acres within the District. About 33 acres is residential (single family and townhouses), 15 acres is mobile homes, 9 acres is vacant, and only 1.2 acres is mixed use. There are only 9 acres of parks and open space in the District.

Montana Rail Link (MRL) owns 24 acres of land in the Urban Renewal District, the majority of which is used as urban commercial. MRL's priority for their land holdings is to lease to "rail served" customers, i.e. businesses and/or industries that produce products that will be transported via train or those receiving products via train. The priority placed on leasing properties to rail served customers stymies other less intensive commercial use.

MRL is also concerned with the use of their leased properties. Incompatible or highly taxed uses include breweries, bars, residential subdivisions, and hazardous materials use may be difficult to obtain leases for. While these uses are attractive to a community's commercial center, they are not typically favored by MRL. Further difficulties include the fact that MRL corporate interests do not always align with community interests. Since they do not typically sell their properties, this conflict is likely to continue. Almost all of the properties on the south side of Main and West Main Street are owned by MRL, which poses an issue when imagining a more dense Main Street with mixed use buildings and pedestrian-scale development.

The City of Belgrade owns about 8 acres of land within the district, which are primarily exempt properties and open space. It is recommended that the City look to acquire the 10 vacant parcels for use as public space, parks, or parking. The State of Montana owns 3 acres, land that is also exempt properties and open space. The remainder (and majority) of the land within the District is privately owned, and outside of zoning, the City has little control over how that land is used.

Economics

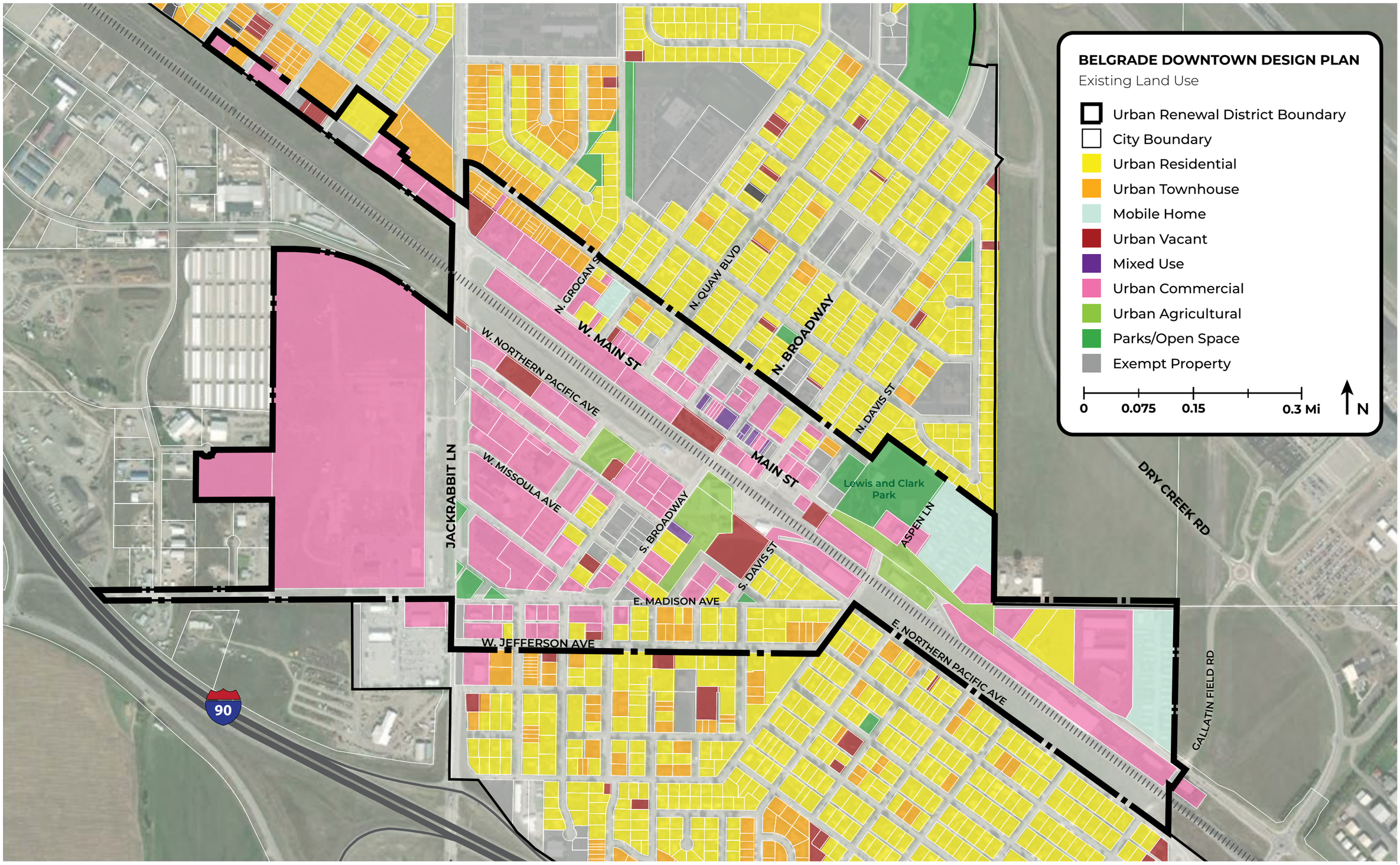
The purpose of the Belgrade Urban Renewal District is to use TIF funding to improve the overall economic health of the community through the redevelopment and rehabilitation of its commercial center. In this planning effort, the community was asked how those funds could and should be used to boost Belgrade's local economy. Throughout the public input process, citizens of Belgrade voiced their concern over the lack of retail and dining options in their downtown. While they expressed pride for the existing businesses, many mentioned they would like to have more essential goods and services available closer to home to avoid driving to Bozeman for their needs.

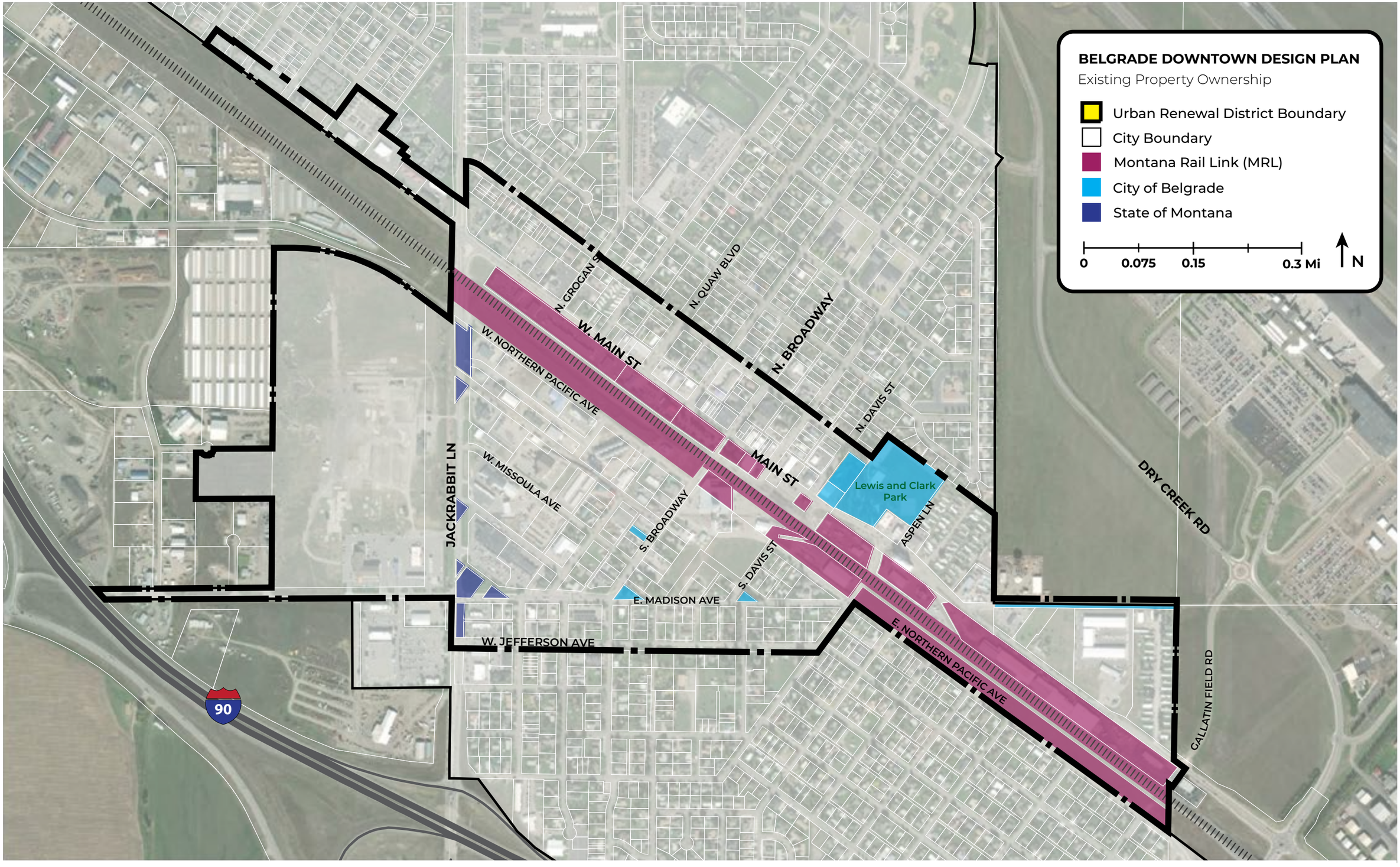
In discussions with the Belgrade Chamber of Commerce, one of the greatest challenges for new businesses looking to locate Downtown is the lack of availability of for-sale and for-lease properties. The majority of available properties are owned by MRL, who is not typically interested in leasing to restaurants, retailers or professional services. The good news is that interest in locating businesses in

Local business Downtown Belgrade

Belgrade is rising, and a goal of this Design Plan is to allow for higher densities Downtown to open up and create space for new enterprises to move in and build a vibrant, year-round economy.

While the Bozeman-Yellowstone International Airport welcomes a consistently increasing number of visitors every year for the region's many attractions and outdoor recreation opportunities, not many stay, eat or shop in Downtown Belgrade. There is no strong connection from the airport to Downtown Belgrade, no sense of arrival or place, and no wayfinding guiding visitors to the City's commercial center. There is no pedestrian connectivity between the airport and downtown, or between the airport and Belgrade's residential areas. Those looking to walk from downtown to the airport have to drag luggage down a dirt path.


BELGRADE DOWNTOWN DESIGN PLAN
Existing Land Use
Urban Renewal District Boundary
City Boundary
Urban Residential
Urban Townhouse
Mobile Home
Urban Vacant
Mixed Use
Urban Commercial
Urban Agricultural
Parks/Open Space
Exempt Property
0
0.075
0.15
0.3 Mi
N
N. GROGAN AVE
N. QUAW BLVD
N. BROADWAY
N. DAVIS ST
W. MAIN ST
W. NORTHERN PACIFIC AVE
MAIN ST
JACKRABBIT LN
W. MISSOULA AVE
S. BROADWAY
S. DAVIS ST
E. MADISON AVE
W. JEFFERSON AVE
E. NORTHERN PACIFIC AVE
Lewis and Clark Park
ASPEN LN
DRY CREEK RD
GALLATIN FIELD RD
90


BELGRADE DOWNTOWN DESIGN PLAN
Existing Property Ownership
Urban Renewal District Boundary
City Boundary
Montana Rail Link (MRL)
City of Belgrade
State of Montana
0
0.075
0.15
0.3 Mi
N
N. GROGAN ST
W. MAIN ST
N. QUAW BLVD
N. BROADWAY
N. DAVIS ST
W. NORTHERN PACIFIC AVE
JACKRABBIT LN
W. MISSOULA AVE
MAIN ST
Lewis and Clark Park
ASPEN LN
DRY CREEK RD
S. BROADWAY
S. DAVIS ST
E. MADISON AVE
W. JEFFERSON AVE
E. NORTHERN PACIFIC AVE
GALLATIN FIELD RD
90

"We need more restaurants, shopping and lodging to increase traffic through the town which will bring in more money for additional improvements"

–Public Comment

Public survey participants voiced a concern over a lack of options Downtown; when asked what is currently not working in Downtown Belgrade, 17% said shopping options and 12% said dining options. Belgrade has an enormous oppotunity to capitalize on the volume of visitors coming through the airport, but needs both a visual indication of arrival and places to stay, eat and shop to boost their tourist economy.

Mobility and Connectivity

Downtown Belgrade has a number of mobility challenges that make traveling within and through the Urban Renewal District difficult or uncomfortable. The railroad is a physical barrier that divides the District and crossings are one of the most challenging mobility issues for all modes of transportation. At all times of day, when trains come through, traffic backups occur at railway crossings on Jackrabbit Lane and Broadway.

In the public survey, many of the public improvements ranked highest on the community's list were related to mobility and connectivity.

When asked what public improvements in Downtown Belgrade were most important to them,

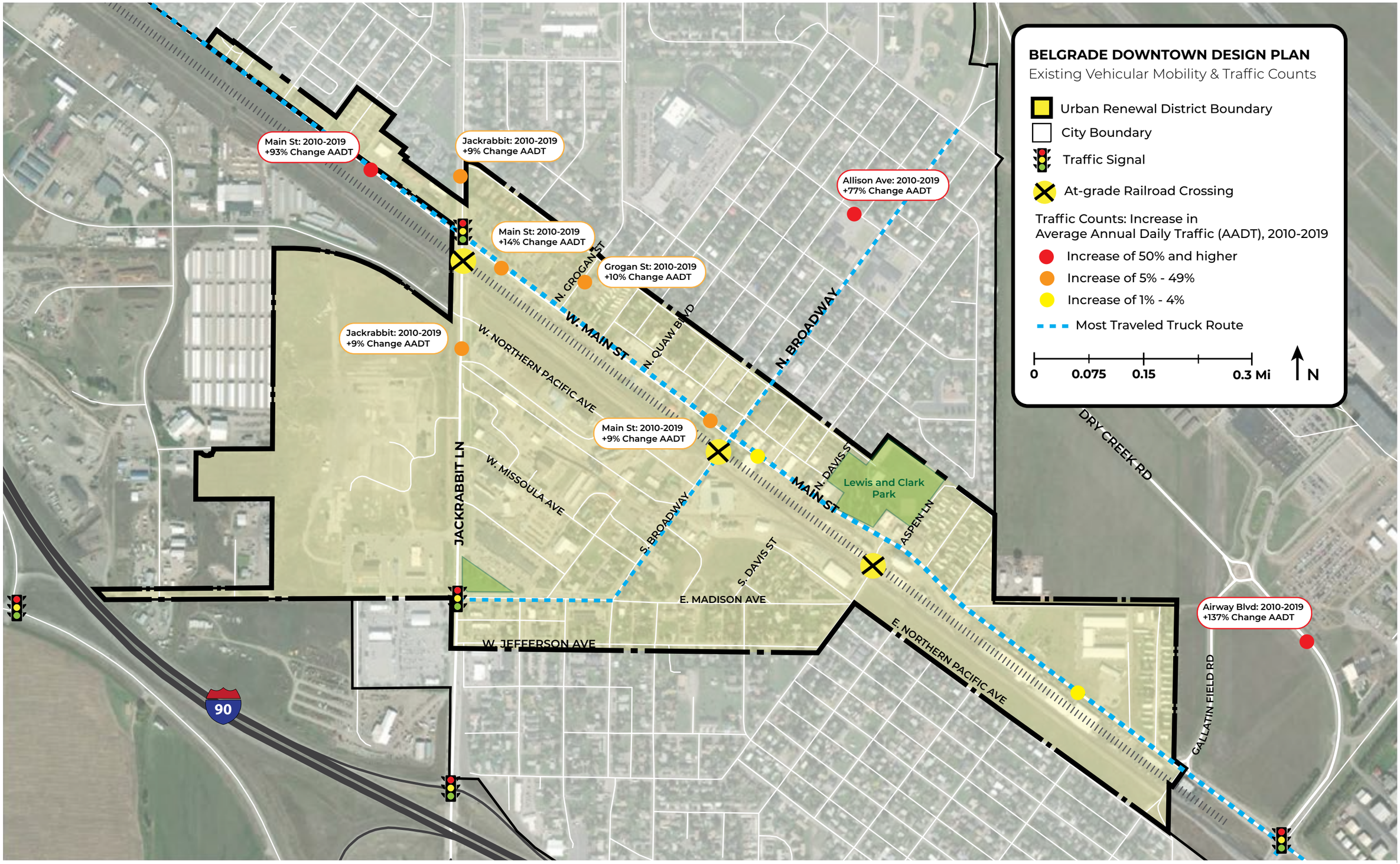
- 16% of survey responders said improved traffic lanes and controls,
- 15% said safer sidewalk connections and crosswalks,
- 12% said increased parking,
- 9% said new sidewalks,
- 6% said better bike parking and circulation and
- 5% said more bus routes and stops.

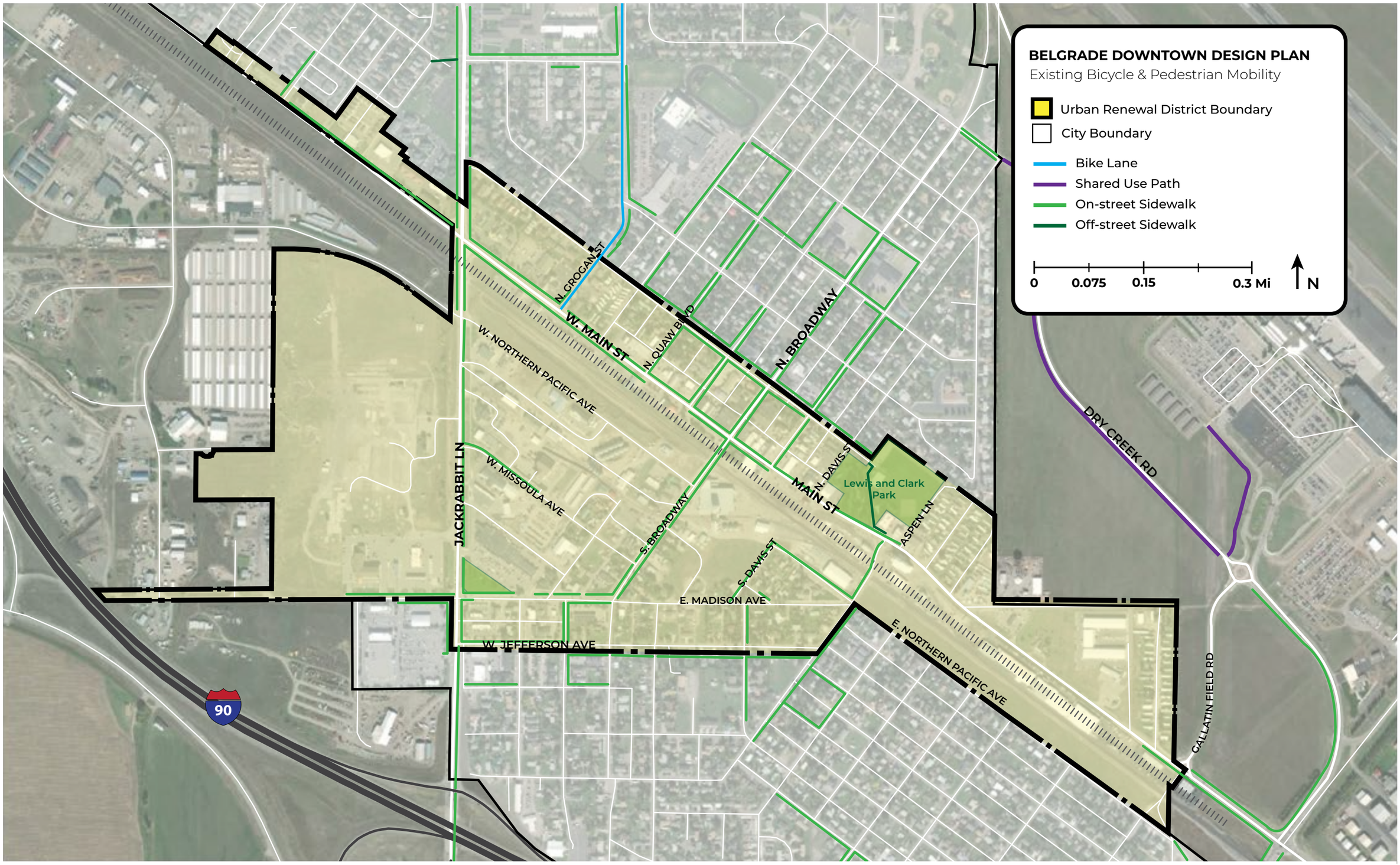
When asked what is not currently working in Downtown Belgrade, 16% answered traffic flow and 10% answered pedestrian connectivity. The citizens of Belgrade believe that Downtown needs improvements in circulation and safety for all modes of transportation.

Vehiclular traffic has dramatically increased in Belgrade over the past ten years due to population increase, the lack of transportation alternatives, and the lack of bicycle and pedestrian infrastructure connecting neighborhoods to downtown. Currently in planning phases is the widening of Jackrabbit Lane from 3 lanes to 5 lanes between Main Street and Madison, and a pedestrian tunnel under Jackrabbit Lane should be constructed as part of this project. The State of Montana approved a below-grade rail crossing at Jackrabbit Lane in November 2020, and while this will greatly reduce traffic backups when trains come through, the project is not estimated to begin until 2026 or later.

The railroad crossing at Jackrabbit Lane is one of 3 at-grade crossings in Belgrade

Railroad crossings are equally as difficult for non-motorized travel. Connectivity from neighborhoods to the District with bicycle and pedestrian infrastructure is lacking. This reamains one of Belgrade's greatest challenges in regards to accommodating active transportation modes. Only one bike lane connects neighborhoods to the north to Downtown on Grogan Street/Spooner Road, and there are no shared use paths that enter the District. Bicycle parking is almost non-existent in Downtown Belgrade, an amenity for which the public showed a strong desire.


BELGRADE DOWNTOWN DESIGN PLAN
Existing Vehicular Mobility & Traffic Counts
Urban Renewal District Boundary
City Boundary
Traffic Signal
At-grade Railroad Crossing
Traffic Counts: Increase in
Average Annual Daily Traffic (AADT), 2010-2019
Increase of 50% and higher
Increase of 5% - 49%
Increase of 1% - 4%
Most Traveled Truck Route
0
0.075
0.15
0.3 Mi
N
Main St: 2010-2019
+93% Change AADT
Jackrabbit: 2010-2019
+9% Change AADT
Main St: 2010-2019
+14% Change AADT
Grogan St: 2010-2019
+10% Change AADT
Allison Ave: 2010-2019
+77% Change AADT
Jackrabbit: 2010-2019
+9% Change AADT
Main St: 2010-2019
+9% Change AADT
Airway Blvd: 2010-2019
+137% Change AADT
N. GROGAN ST
W. MAIN ST
N. QUAW BLVD
N. BROADWAY
W. NORTHERN PACIFIC AVE
JACKRABBIT LN
W. MISSOULA AVE
S. BROADWAY
N. DAVIS ST
MAIN ST
ASPEN LN
S. DAVIS ST
E. MADISON AVE
W. JEFFERSON AVE
E. NORTHERN PACIFIC AVE
DRY CREEK RD
GALLATIN FIELD RD
Lewis and Clark
Park
90


BELGRADE DOWNTOWN DESIGN PLAN
Existing Bicycle & Pedestrian Mobility
Urban Renewal District Boundary
City Boundary
Bike Lane
Shared Use Path
On-street Sidewalk
Off-street Sidewalk
0
0.075
0.15
0.3 Mi
N
N. GROGAN ST
W. MAIN ST
N. QUAW BLVD
N. BROADWAY
W. NORTHERN PACIFIC AVE
JACKRABBIT LN
W. MISSOULA AVE
S. BROADWAY
N. DAVIS ST
MAIN ST
Lewis and Clark Park
ASPEN LN
DRY CREEK RD
S. DAVIS ST
E. MADISON AVE
W. JEFFERSON AVE
E. NORTHERN PACIFIC AVE
GALLATIN FIELD RD
90

"Our town needs more sidewalks! Especially downtown and close to schools. Bike lanes on busier roads would be great too!

–Public Comment

Sidewalks exist in broken fragments that do not contribute to a cohesive network for pedestrians to travel safely and comfortably to and from destinations. Where sidewalks do exist, they are narrow and most are deteriorating. Since property owners are responsible for building and maintaining sidewalks, there is inconsistency in the design, construction and upkeep. Striped crosswalks do exist throughout the District, however the only signalized crosswalks are at the four traffic lights. On streets like Jackrabbit Lane where vehicles move fast and traffic is heavy, crossing the street with no signalized crosswalk proves dangerous and at times, impossible.

Lack of dedicated driveways create an unsafe and uncomfortable pedestrian experience

Parking in Downtown Belgrade is challenging and was brought up by business owners as negatively affecting their operations. Through all input channels, 6% of comments mentioned that the lack of parking deters people from coming Downtown. Currently, the City leases one parking lot on Main Street from MRL with an estimated 115 spaces that provides free public parking, and plans to lease another parcel to develop an additional public parking lot on Main Street between Kennedy and Davis Streets. The two other public parking lots are designated for Lewis and Clark Park and City Hall.

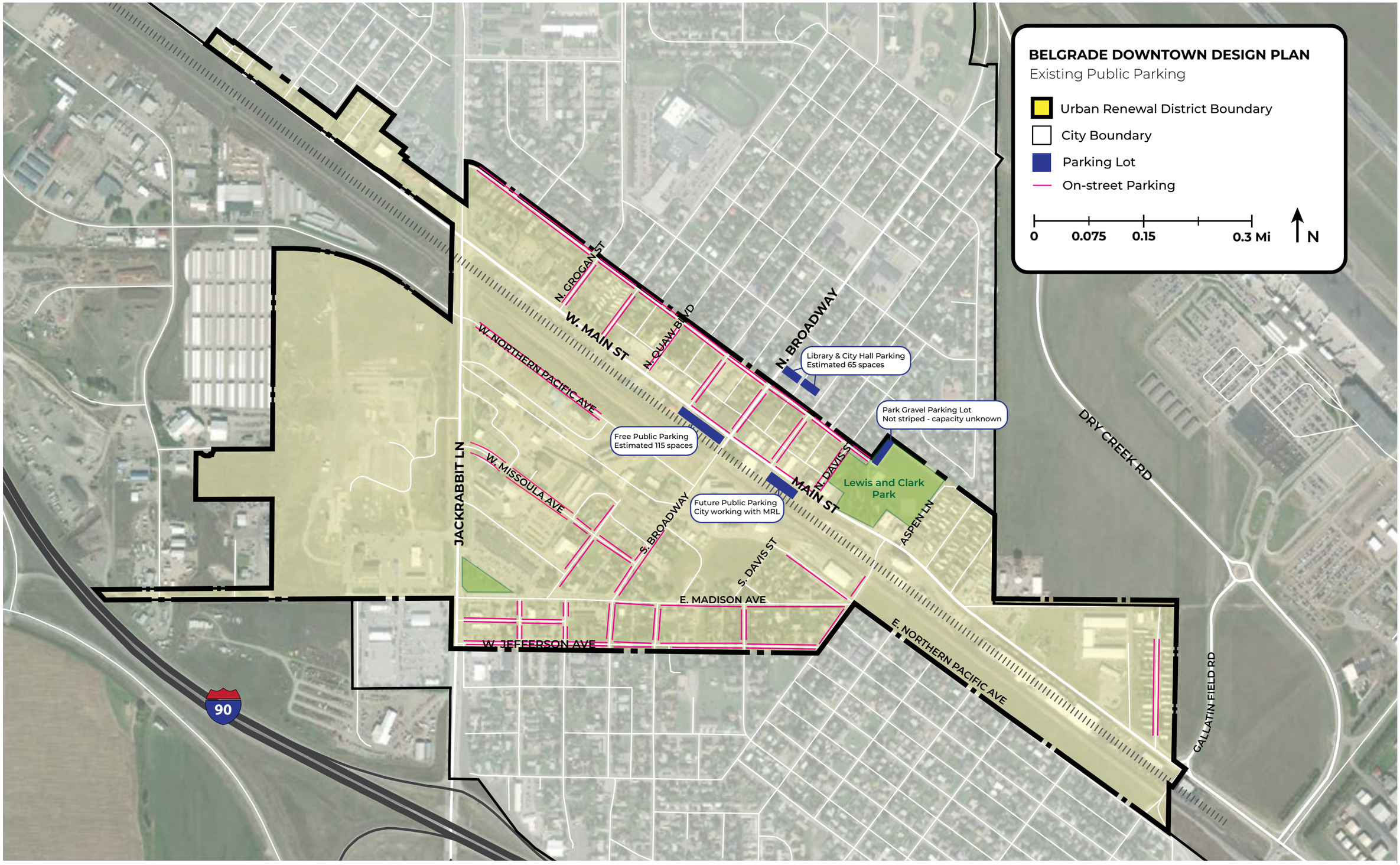
On-street parking is available for three blocks on the north side of Main Street, which could be eliminated if parking demand is met by the development of an additional lot. On-street parking is also available on both sides of Central Avenue, and along all of the side streets running north/south connecting Main and Central. When looking at parking efficiency, Belgrade should consider consolidating parking to surface lots to open up public right-of-way for bike lanes, patio space, and amenity space for landscaping, benches and wayfinding signage.

Urban Design

Downtown Belgrade lacks consistent streetscape character and inviting features. Attractive light fixtures, signage, landscaping, and seating are absent from most streets Downtown. In the public survey results, a combined 38% of respondents believed that the character of the built environment (7%), public gathering spaces (10%), landscaping (11%), and lighting (9%) were not currently working Downtown. When asked which public improvements were most important, the majority of answers related to an improved experience on the public sidewalks, such as landscaping, lighting, outdoor seating, and signage.

Deteriorating sidewalks

Reconstruction of public streets and sidewalks are limited to the right-of-way, and most of Downtown Belgrade's rights-of-way are 70 feet wide. Main Street has a 50-foot right-of-way, and Quaw Boulevard has a 100-foot right-of-way. These widths limit the amount of road width, sidewalk width, and amenities that can be designed in a new streetscape. Currently there are no pedestrian plazas or paved gathering spaces.


BELGRADE DOWNTOWN DESIGN PLAN
Existing Public Parking
Urban Renewal District Boundary
City Boundary
Parking Lot
On-street Parking
0
0.075
0.15
0.3 Mi
N
Library & City Hall Parking
Estimated 65 spaces
Park Gravel Parking Lot
Not striped - capacity unknown
Free Public Parking
Estimated 115 spaces
Future Public Parking
City working with MRL
Lewis and Clark
Park
N. GROGAN ST
W. MAIN ST
N. QUAW BLVD
N. BROADWAY
W. NORTHERN PACIFIC AVE
JACKRABBIT LN
W. MISSOULA AVE
S. BROADWAY
S. DAVIS ST
N. DAVIS ST
MAIN ST
ASPEN LN
DRY CREEK RD
E. MADISON AVE
W. JEFFERSON AVE
E. NORTHERN PACIFIC AVE
GALLATIN FIELD RD
90

Lewis and Clark park is the only public gathering space in the Urban Renewal District, which hosts events such as the farmer's market.

Overhead utilities flank almost every street in the core of Downtown Belgrade. Utilitarian lights are attached to the old wooden power poles on Main Street and Central Avenue. Despite power poles and the overhead lines that are strewn across the alleys, the alleys have potential to become improved spaces for patios or employee parking. Some of the alleys are paved, but others have a worn gravel surface.

During conversations with stakeholders, many expressed interest in creating more prominent gateway experiences to welcome visitors and help with wayfinding. Several groups believed Downtown Belgrade consisted of the two blocks on either side of Broadway, just north of Main Street, or believed Downtown roughly stretched along Main Street from Weaver Street to Lewis and Clark Park. Stakeholders desired the perceived footprint of Downtown to be enlarged and highlighted with gateway experiences. Vacant lots, the division of the railroad, no street trees, and missing sidwalks contribute to the general opinions on where Downtown boundaries exist. Some stakeholders emphasized the importance of a more dramatic gateway experience at the intersection of Main Street and Gallatin Field Road, which lacks sidewalks and architectural density. A lack of streetscape connection from surrounding commercial areas to the perceived center of Downtown Belgrade also contributes to the lack of obvious welcoming moments.

WELCOME TO OUR CITY
BELGRADE
YOUR FIRST STOP UNDER THE BIG SKY
ALL SERVICES AVAILABLE
SHORTEST ROUTE TO YELLOWSTONE & BIG SKY

Signage at the intersectin of Main Street and Gallatin Field Road, which most drivers see as they are leaving the airport

In addition to the frustration of traffic delays from the railroad and high vehicle volumes, the trains and trucks in Downtown Belgrade were generally described by stakeholders as loud and unpleasant. Truck traffic is known to produce dust and emissions that create a negative experience. Propane tanks across the street from Lewis and Clark Park are said to create strong smells that carry over to the park.

Architectural Character

Belgrade's architecture within the Urban Renewal District can best be characterized by its variety. At the heart of the district are historic early 20th century buildings on Main Street, flanked by more practical recent offerings that house commercial and light industrial uses. Paralleling Main Street, the Central Avenue corridor is a mix of commercial, institutional and residential structures arranged on a typical block layout. The buildings lack conformity in architectural style, building materials and/or massing and scale. Continuing south of the tracks to the balance of the District, the variety is greater still as the uses include strip retail, agricultural and industrial structures in addition to those already listed above.

There are many examples of existing architectural character to leverage in this design plan, however there are equal number of examples of dilapidation, obsolescence, or dereliction to the desired pedestrian focus of the downtown core.

Some structures have remained vacant and have subsequently deteriorated. While they may hold some

Strip malls and similar auto-centric uses may become obsolete as downtown Belgrade becomes more pedestrian-oriented

The Outpost is an example of adaptively reusing historic brick structures on Main Street

Bar 3 Bar-B-Q is an example of successfully blending the old and the new

sentimental value, their attitude toward the public realm and their ability to accommodate modern uses have passed them by. New buildings and modern occupants desire higher floor to floor heights and greater visibility to the sidewalk.

In other instances, more modern structures have presented as financially practical in their construction and/or were designed to support automobile modality ahead of the pedestrian experience. While these structures will not require immediate repair or replacement, when demand increases and higher rents are generated through district wide improvements, these buildings will quickly become obsolete.

While agriculture and industry are foundational to the City, their contributions to the local architecture are more a landmark than a guiding influence for future development. Instead, future development in the District should reflect attributes found in existing traditional storefront facades. To either side of Broadway on Main Street are examples of early 20th century brick commercial/retail structures that have been well maintained and are actively in use. A variety of red brick with traditional detailing is blended with regular façade rhythms with an abundance of glass on the street frontage, providing a timeless look and one that is appropriate for even modern retail users. Whether the Mercantile at 11 West Main, the Waterman Building at 33 West Main or old City Hall / Belgrade State Bank on Broadway, these are the structures that have prompted public response to achieve a future character; one that blends the early century brick with elements of industry and new materials.

One example of the successful blending of old and new can be seen at Bar 3 Bar-B-Q, 119 East Main Street. Here an existing simple, red brick building was renovated and expanded with a wood and masonry volume addition. While the finishes of the addition are generally contemporary, the materials are timeless and an industrial character was used to marry old with new.

Another success story is the recent approval of a new library and community center, replacing the old fire station on Main Street. This is an example of a public institution raising the bar for architectural standards in the District.

PART 03
DESIGN PLAN RECOMMENDATIONS

09.
DESIGN PLAN RECOMMENDATIONS

The following recommendations were born from direct community input, stakeholder design charrettes and review of previous plans and studies. The proposed sub-areas attempt to resolve the disconnection that exists within the District and implement the community vision to provide diverse commercial and living options.

A Vision for the Urban Core

The Urban Core focuses on urban thoroughfares along Main Street, Central Avenue, Broadway, and Madison Avenue, where mixed-use buildings provide density at a pedestrian-scale. As it is now, Main Street is only recognized as “urban” for three blocks. This plan envisions a dense, urban form on Main Street extending out to Jackrabbit Lane and Gallatin Field Road with sidewalks wide enough to hold dining patios and street trees. With a focus on safe bicycle travel, Central Avenue contains a dedicated bicycle path which sits level with the sidewalk. The Broadway streetscape is connected over the railroad with a pedestrian bridge, and an urban density is continued along Madison to the west. Public parking is dispersed in convenient locations along the corridors. Key intersections are emphasized with distinguished gateway features drawing visitors and announcing an entrance to Downtown Belgrade.

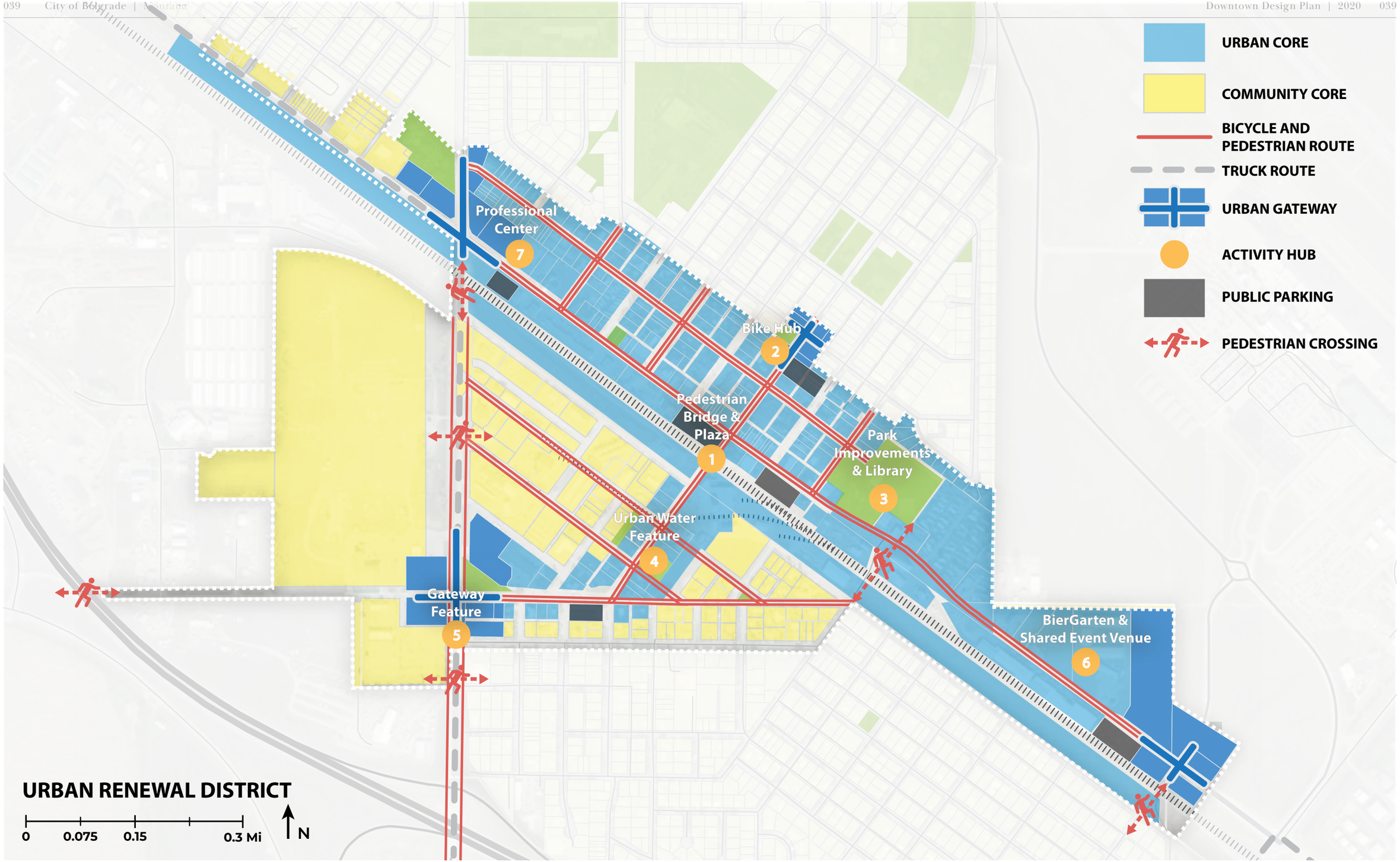
Future activity hubs are exciting attractions that are strategically placed on the proposed District map to spur clusters of development. The activity hubs are intended to be initial locations for public and private points of interest, and can evolve over time as the needs of the District develop.

Pedestrian safety is a priority at crossings over the railroad, Main Street, Jackrabbit Lane, and Interstate 90. Tunnels or bridges are proposed at critical crossing points on the District map. Curb extensions, which narrow the street at intersections, are provided at all intersections where street parking exists nearby.

A Vision for the Community Core

The Community Core surrounds the Urban Core and consists of residential neighborhoods with lower-density development and neighborhood-serving commercial uses. Key pedestrian and bicycle routes through the Community Core bring people to and from Downtown. Open space in the form of pedestrian plazas or park space is slated to be required at a chosen percentage for new developments. A variety of mixed use buildings will enhance services and amenities for a resident without having to travel far to other parts of Belgrade or Bozeman. The railroad property south of the tracks could be re-imagined to meet the commercial, retail, parking and green space needs of the area. New buildings will anchor the neighborhoods with retail and services and alleviate noise from trains by acting as a physical sound barrier.

The vacant land west of Jackrabbit Lane has much potential to become a complete community with diverse services for residents. New roadways, access driveways, and utility infrastructure is needed prior to future development.


URBAN CORE
COMMUNITY CORE
BICYCLE AND PEDESTRIAN ROUTE
TRUCK ROUTE
URBAN GATEWAY
ACTIVITY HUB
PUBLIC PARKING
PEDESTRIAN CROSSING
Professional Center
7
Bike Hub
2
Pedestrian Bridge & Plaza
1
Park Improvements & Library
3
Urban Water Feature
4
Gateway Feature
5
BierGarten & Shared Event Venue
6
URBAN RENEWAL DISTRICT
0
0.075
0.15
0.3 Mi
N

Assessments and Wellness Projects

Before beginning any of the projects described in this plan, the City should invest in a number of assessments to capture current infrastructure needs and wellness projects to improve environmental quality within the District. Completing these assessments and wellness projects will set up an efficient and informed foundation of data that the City can use when implementing projects throughout the District.

Traffic Assessment

A detailed traffic assessment within the District boundary should be performed considering the 2019 Growth Policy and the proposed density if the District. The 2018 Long Range Transportation Plan recommends further assessment of two intersections: one at Broadway and Main and the second at Broadway and Madison. Since both of these intersections are critical in the Urban Renewal District, analysis and improvements are a high priority. Projected land uses, density, traffic flow, and pedestrian activity should be considered during the traffic assessment.

Stormwater Assessment

A city-wide stormwater master plan is needed to determine how Belgrade will account for stormwater treatment and infiltration. The Environmental Protection Agency (EPA) requires any urbanized area over a population of 50,000 to limit discharge, monitor, and report on stormwater. Counties with a population of 100,000 or more are also subject to a stormwater regulations by the EPA. Urbanized areas or counties are required to implement a municipal separate storm sewer system (MS4). After the 2020 census, Gallatin County is expected to surpass a population of 100,000, and a combined Belgrade and

Lack of curbs, gutters, and overall drainage design cause puddling and depressions in street network.

Bozeman urbanized area is expected to exceed 50,000. To meet EPA regulations, Belgrade should plan to install an MS4 system during any street upgrades or construction to prevent any rework after new pavement or amenities are installed.

Historic District Assessment and Guidelines

Public comment indicated the importance of preserving the historic character of buildings in Downtown Belgrade. Currently no historic regulations or historic district exists. An assessment of and public engagement on the possibility of creating a local historic district is recommended. The number of historic buildings in Belgrade warrant an investigation into value and significance across the City as a whole and within the Urban Renewal District. A study of historic features could lead to any measures the community feels is important. This could vary from a set of strict development regulations, loose guidelines, or historic designations for buildings or a small district, depending on the outcome of the historic assessment. Exploring the community value of historic structures should be completed before major development in the District begins.

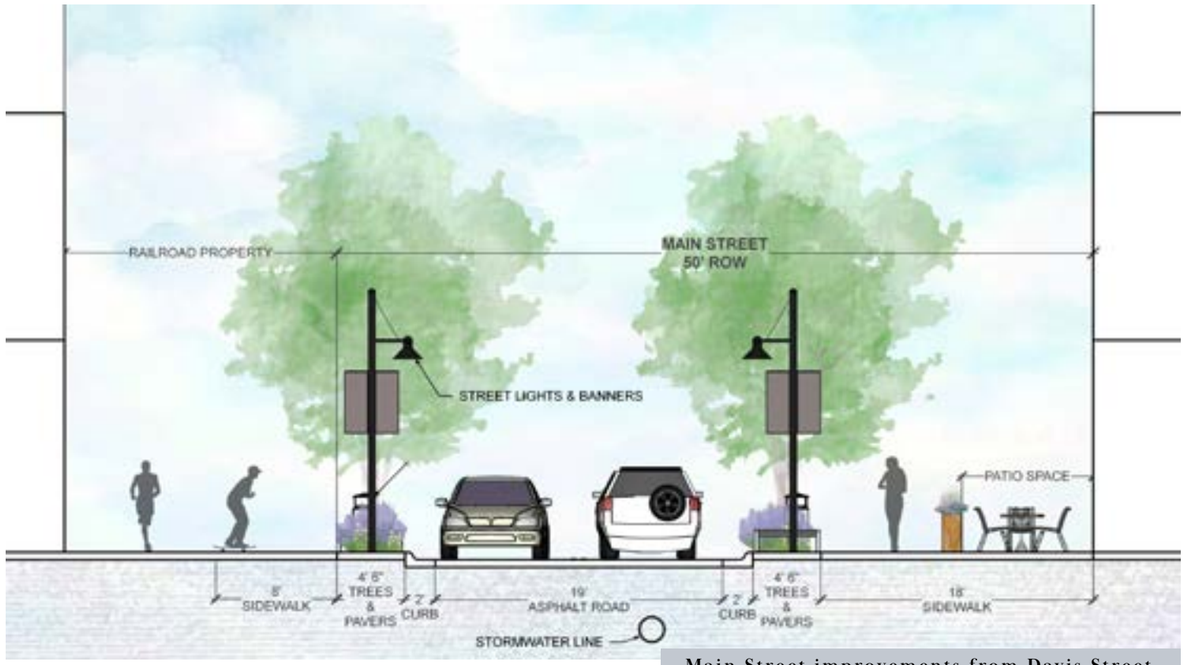
A Historic District can be established through zoning and can provide a regulatory framework to protect historic City assets. Belgrade should also consider becoming a Certified Local Government (CLG). The State Historic Preservation oversees the CLG program and can provide guidance and support throughout the certification process.

Truck Route Designation

Due to the undesirable truck noise, smell, and sight as expressed during public engagement, a new truck route should be emphasized if not designated to bypass Main Street. The recommended truck route would use Jackrabbit and the highway interchange near the airport to re-route truck travel off of Main Street. Signage is proposed to help direct truck drivers. Re-routing truck traffic would help improve the quality of life Downtown and create a more comfortable atmosphere on the streetscape.

Railroad Quiet Zone

Trains currently passing through Belgrade are required to use whistles while passing through town. The noise of trains and whistles contribute to the unwanted noise in Downtown Belgrade, making it difficult to have a conversation outdoors and enjoy time while walking down Main Street. A “quiet zone” could be established by the Federal Railroad Administration (FRA) if appropriate controls are placed at all intersetions where tracks cross vehicular roads. Many crossing arms exist in Belgrade, although crossing arms are absent where a railroad spur crosses South Broadway. A consultant should be hired to determine the length and scope of the railroad quiet zone, engage the public as necessary in hearings or meetings, oversee the installation of controls, and complete legal process with the FRA.



Main Street improvements from Davis Street to Quaw Blvd.

Main Street improvements from Davis Street to Gallatin Field Rd.

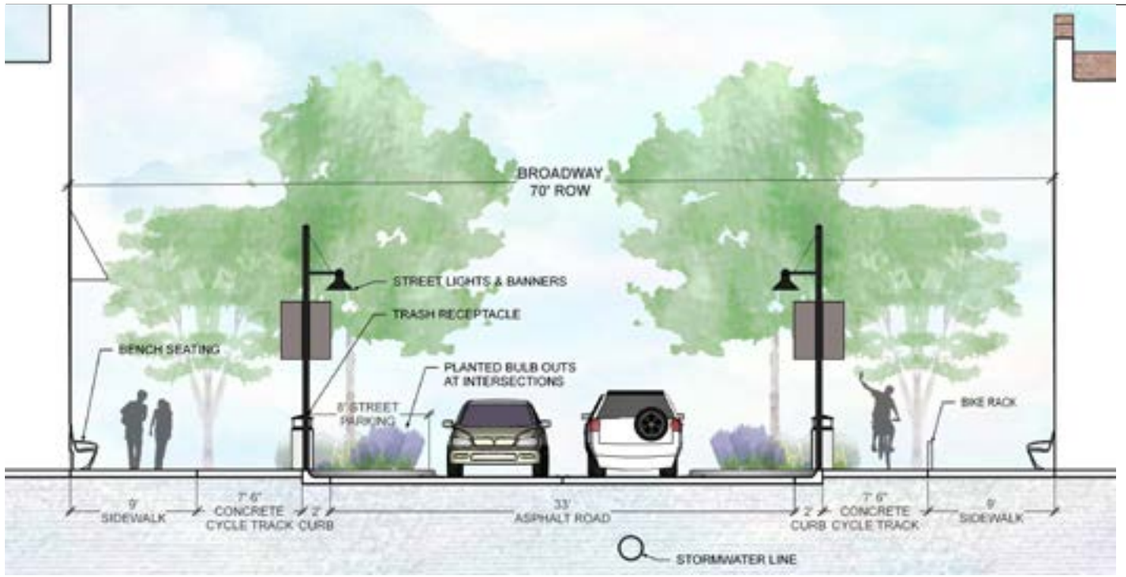
Streetscape Improvements

Some streetscape improvements are proposed for all streets located throughout the Urban Core sub-area. These include similar light fixtures with banners, trees in planters, trees with grate covers, benches, trash receptacles, and bike racks. Variations in right-of-way widths and circulation are shown in the following street sections. All recommendations are based on the latest NACTO (National Association of City Transportation Officials) guidelines, which include 10-foot wide driving lanes, 8-foot wide street parking, and 5-foot wide cycle tracks with a 3-foot buffer next to street parking. Building setbacks could provide additional sidewalk space that adds extra comfort or larger patios on any newly proposed buildings.

Main Street Improvements

Main Street is slated to receive the first streetscape improvements in the District. Considering the amount of traffic coming from the airport and east of Belgrade, a complete streetscape improvement on Main Street from Gallatin Field Road to the heart of Downtown Belgrade at Davis Street is proposed. The right-of-way widens to approximately 60 feet, where it is recommended that the curb, gutter and sidewalk connect at the East Belgrade I-90 Interchange to downtown (via West Main Street). Streetscape elements include an 8-10 foot wide shared use path and lighting on the north side, with an additional 6 foot wide sidewalk on the south side. A landscaped boulevard between the shared use path on the north side and West Main Street will allow for snow storage. With optional building setbacks, owners could widen sidewalks onto private property, allowing for items such as patios, outdoor retail, site furnishings, or landscaping. Any proposed development on the south side of Main Street would be required to install a sidewalk, street trees, and an irrigated and planted boulevard.

Between Davis Street and Quaw Blvd, Main Street widens to a 50-foot right-of-way, so improvement space is limited and amenities must be prioritized. Generous walking space, street trees, and seating should be created first. Road widths are shown at 11 feet to help reduce speed of vehicles while balancing space for sharrows that aid bicyclists. Public parking lots relieve the need for on-street parking. Pavers in the 4.5-foot strip next to the street provide a decorative feature, allow flexibility in accessing underground utilities for repairs, and allow for stormwater infiltration.

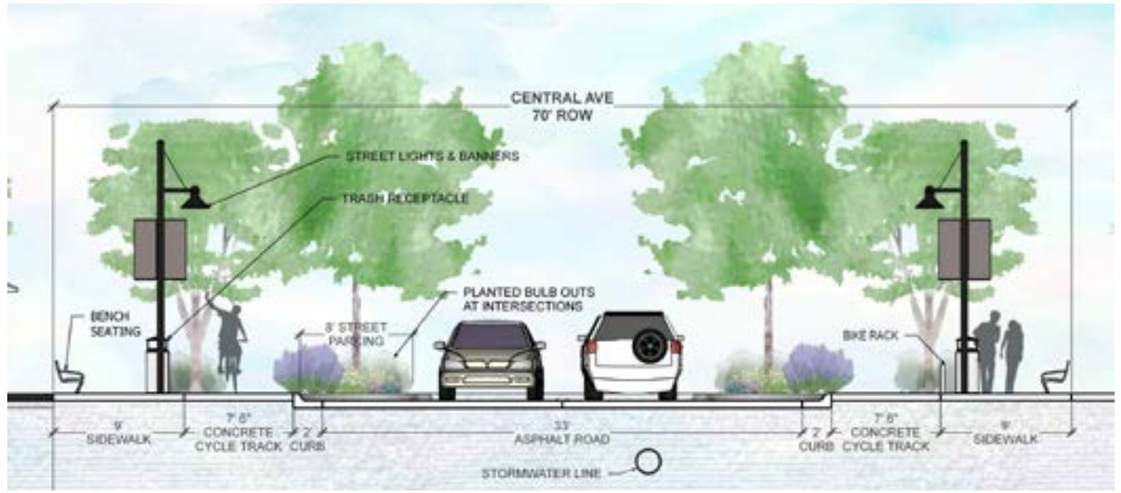


Broadway Improvements

Broadway has a 70-foot right-of-way with planned on-street parking, a cycle track, and a generous 9-foot wide sidewalk. A change in pavement color for the cycle track will delineate the path and signal to crossing pedestrians to check for bicycle traffic. Bike racks should be placed in the area between the cycle track and sidewalk, which will buffer the two types of traffic. The proposed Broadway street section is applicable to any City side street that is shown to have a cycle track and has a 70-foot right-of-way.

Side Street Improvements

Streets without bicycle routes will have wider sidewalks and space for trees with grates and pavers. A 12-foot wide sidewalk on either side of the street provides an optional 6-wide dining space for local restaurants. Tree grates and tree wells with appropriate soil volumes will create walkable space around a tree in an urban environment while providing shade and visual appeal.



Central Avenue Improvements

Designated as an ideal bicycle route, Central Avenue is envisioned to have a cycle track, on-street parking, and a 9-foot wide sidewalk, identical to the Broadway cross-section.

CENTRAL AVE
QUAW BLVD
WEAVER ST
KENNEDY ST
DAVIS ST
W. MAIN STREET
MAIN STREET
PARKING LOT
BROADWAY
N
TO AIRPORT
Phase 1: Ideally, all improvements to Main Street and West Main Street should happen concurrently. If funding for this option is not available, priority should be placed on improvements between Davis St and Gallatin Field Rd, after which improvements between Quaw Blvd and Davis St should be implemented.

Phasing

This Design Plan describes a number of long-term, visionary projects that will take time and money to complete. A phasing plan provides Belgrade with an efficient implementation strategy to effectively use limited resources. Projects in the first phase were specifically chosen to help catalyze economic development in the Central Urban Core and improve the arrival experience from the Airport, and projects in the following phases will improve upon the accomplishments made in previous phases. Phase one projects also reflect what was heard from the community regarding what improvements are needed first and where.

Phase 1: Main Street + Central Urban Core

- Main Street improvements between Davis St and Gallatin Field Rd
- Public surface parking lot
- Truck re-route off Main St
- Railroad quiet zone
- Zoning Regulation update
- Stormwater assessment
- Upgrade Broadway & Main intersection
- Historical assessment
- Traffic Assessment
- Create an Urban Renewal District website
- Establish a Revolving Loan Fund
- Main Street improvements between Davis St & Quaw Blvd (funding permitting)

Phase 2: Broadway + Main Street Connections

- Broadway improvements
- Side Street improvements
- Upgrade streetscape for farmer's market and park on Davis St

Phase 3: Central Avenue

- Central Avenue streetscape including cycle track
- Gateway Signage
- South Broadway and Madison Avenue streetscape

Design Guideines

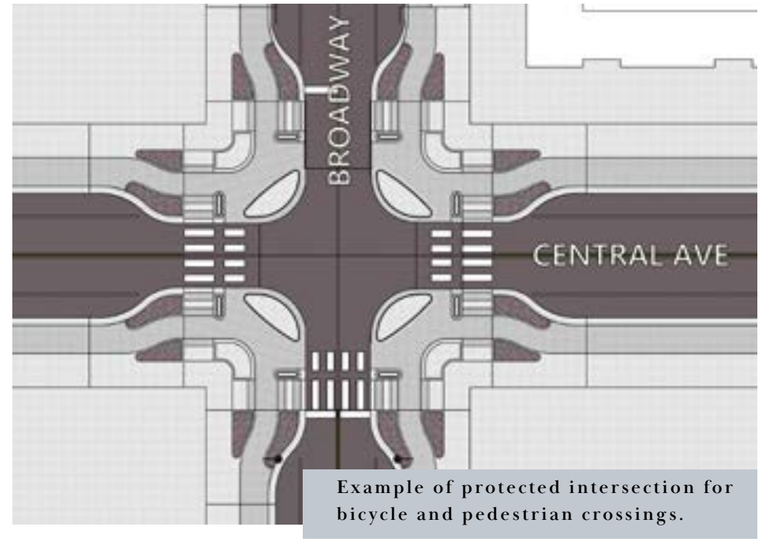
Design guidelines are provided for bicycle and pedestrian routes, street furniture, and decorative pavement. They were created for Belgrade considering weather, durability, maintenance, and aesthetics. Additional detail of the streetscape design including product data, wayfinding or sign design, plant species, and lighting requirements are to be further vetted by design consultants hired to complete the streetscape project phases.

Bicycle and Pedestrian Guidelines

Guidelines for the design of bicycle and pedestrian routes are recommended based off of NACTO (National Association of City Transportation Officials) design guidance. Other national standards and local and state jurisdictions are to be applied to the streetscape design.

Guidelines for bicycle and pedestrian routes include:

- “stubbing” routes to the rest of town to phase a whole system
- following national, state, and local standards on safety
- implementing road and railroad crossings
- linking parks and schools as first priority
- bicycle rack quantities are to be calculated per APBP (Association of Pedestrian and Bicycle Professionals) Bicycle Parking Guidelines until the updated Zoning Regulations are officially adopted by the City of Belgrade
- bicycle parking location and layout should follow NACTO design guidance



Example of protected intersection for bicycle and pedestrian crossings.

Streetscape Furniture Design Guidelines

Materials are recommended for their long-term durability and attractiveness. Site furnishings such as benches, bike racks, and trash receptacles are recommended to have similar styles that appear to belong in the same family for uniformity, but have flexibility in model types to suit the various needs and wants of Downtown business owners. Design guidelines for site furnishings include:

- timeless, simple styles (modern influence, separate furnishings for historic buildings or blocks)
- comfort reflected in contoured or flexible seats and angled backs
- materials (powder coated metal, composite/ recycled plastic)
- deep colors (black, dark bronze, charcoal grays, and dark browns)
- Waste receptacles to have rain and snow cover
- Bicycle racks to be powder coated steel, with deep color as described above

Streetscape Pavement Design Guidelines

Decorative pavement adds interest and excitement to the streetscape. The differences in weathering and flexibility of removal should be considered when choosing pavement for certain applications. Design guidelines for decorative pavement include:

- concrete in areas that need continued snow removal, where decorative sawcut jointing can be used to create interest
- pavers in planter or buffer areas for flexibility adjusting irrigation, eletric conduits for lighting, or other utilities
- consider permeable paving in key areas, pending stormwater assessment
- cycle track to receive color variation with integral colored concrete to be distinct from sidwalk
- pavers to be ADA accessible and rated for light traffic
- pavers to have smooth texture, textured or rumbled texture not recommended.

MAIN STREET SITE PLAN

Phase 1 Streetscape Improvements

The site plan above is an artistic vision of the improvements proposed in the first phase for the Urban Renewal District. Phase 1 encompasses the public right-of-way on Main Street from Broadway to Davis Street and a new parking lot on the south side of Main Street. Decorative concrete jointing on sidewalks and intersections, street trees, ornamental light poles, and planting beds are conceptually shown to illustrate the possible appearance and layout of the streetscape. The awnings, patios, and furniture shown on private property are also exemplary and aspirational features in the site plan.

Additional recommendations, not included in the cost estimates for Phase 1, include the relocation of parking for the Chamber of Commerce and vegetative buffers between Main Street and the railroad tracks with the option of structural screening. Businesses in this area that desire site improvements on private property should consider performing work at the same time as the streetscape improvements to minimize construction staging costs and disruption of business access.

The implementation of this streetscape design will be completed in the future, dependent on funding allocation and hiring consultants to perform a topographical survey, design services, and construction administration.

Architectural Recommendations

Development Standards

When considering development standard recommendations the following objectives were observed:

- Create the 'street wall' but at an appropriate pedestrian scale
- Keep massing & scale appropriate to cherished historic buildings
- Steer design to a mix of timeless and tasteful contemporary without forcing a style
- Encourage design that conveys the intended use of the District
- Allow for design freedom while administrative checks and balances (form-based code)

Building Design

Establishing design standards for new development will enhance the quality, compatibility of development, and permanence in design found within a city. Historically Belgrade has not relied on design standards. A recent increase in development pressure calls for a new approach and consideration for building form and materials.

Development standards are incorporated into existing zoning regulations and it is reccomended that standards be developed to address the following:

- Establish maximum setbacks.
- Zero lot lines on side yards for retail centers
- Establish a Floor Area Ratio to address lot coverage and limit massing rather than using bulk plane / building step-backs.
- Where 3-story building is desired:
  - Ground level 13' to floor above
  - Levels above ground
    - 12' floor to floor for commercial
    - 10' floor to floor for residential
    - Parapets / Arch Embellishment 3-5'
- Require a limited architectural embellishment above and beyond the 40' limit (think spire, clock tower, or gabled roof)
- All occupiable floor levels & mezzanines not to exceed 24-26'.

Building Materiality

One of the most influential aspects of architectural design is materiality. Thoughtful material selection can create a cohesive neighborhood and contribute to a healthy and harmonious environment. The following are typical material considerations:

Approved Materials:

- Brick
- Natural Wood Siding
- Stucco/Plaster
- Concrete (Site or Precast)
- Stone
- Metal Fiber Cement
- Concrete Block

Conditionally Approved Materials

Not to exceed 25% of building façade

Prohibited Materials

- Exterior Insulation Finish System (EIFS)
- Vinyl Siding

Minimum Use of Material Percentages

- Define material percentages for street facing façade vs. 4-side architecture
- Require glazing on ground floor
  - Glazing to be clear (non-tinted)
- Brick

Design Guidelines

Below is a list of Design Guidelines that should be incorporated into new city regulations.

Urban Core Design Standard Recommendations

Main Street

- Max building height 42'
- Max setback of 15' not to exceed 25% of street frontage
- FAR of 2.75
- 50' max uninterrupted face
- 30% of exterior materials to be brick (not including fenestration)
- 65% of linear frontage at ground floor should be glazed openings (windows/doors)
- Mixed use (commercial ground floor)
- Landscape buffers between incompatible uses throughout the District

MAIN & WEAVER
RENDERING

Design Elements

Allowable building height is increased from 2 to 3 stories with 3rd floor step-back requirements, allowing for mixed-use development to increase retail space and attract new businesses

Street lighting is timeless and consistent throughout the District with banners that are consistent with the Belgrade brand.

Design Guidelines encourage the use of timeless materials like brick and steel, first floor windows, as well as the dedication of outdoor dining areas where appropriate.

On-street parking is relocated to public parking lots to allow for amenity space with pavers to provide for landscaping, lighting, benches and bike parking.

Site furnishing like bench seating and trash cans provide public amenities.

Central Avenue

- Max building height 40’
- Max setback of 15’ not to exceed 50% of street frontage
- FAR of 2.75
- 25’ max uninterrupted face
- 25% of exterior materials to be brick (not including fenestration)
- 50% of linear frontage at ground floor should be glazed openings (windows/doors)

Community Core Design Standard Recommendations

South Broadway & Madison Avenue (between S. Broadway and Jackrabbit Ln)

- These sections of road should follow the same design recommendations as Central Avenue in the Urban Core.

Community Core (between Jackrabbit Ln, W. Northern Pacific Ave, Oregon St, and E. Madison Ave)

- Eliminate industrial and manufacturing uses to ensure that if the uses that exist currently relocate, other in-kind uses cannot take their place.
- Base zoning should allow for 2 stories with a maximum building height of 28 feet. Planned Unit Developments could provide an avenue for three-story structures, if a larger multi-family project were proposed.
- Front yard setback of 15 feet, side yard setback of 5 feet, rear yard setback of 10 feet; Accessory Dwelling Units below 600 square feet should be permissible with reduced rear setbacks.

Historic Preservation

Belgrade has a number of historically significant buildings, many of them located within the Urban Renewal District. These buildings are iconically ‘Belgrade’ and should be protected from delapidation and demolition. Additional research and evaluation is needed to create an effective strategy for historic preservation. This strategy may include:

- Create a demolition ordinance with a review and permit process
- Establish a Historic District
- Pursue becoming a Certified Local Government through the Montana State Historic Preservation Office.

Historically significant buildings located within the the District include (but are not limited to):

- Waterman Building: 33 W. Main Street
- Mercantile Building: 11 W. Main Street
- Belgrade State Bank: 9 E. Main Street
- City Hall: 88 N. Broadway
- Kostas’ Building: 29 E Main Street
- Gallatin Valley Milling: 100 S. Broadway
- Story Elevator: 88 Oregon Street
- Quaw School & Gym: 91 W. Southview
- Belgrade Community Church: 1195 S. Broadway
- Hospital/Broadway Apartments: 214 Quaw Blvd

Zoning & Site Design

Zoning Regulations should reflect the needs of the community and be crafted to encourge the type of use and development residents would like to see. In this case, zoning for the District must promote a dense, mixed-use urban form. The following updates are reccomended for properties located within the District:

- Develop landscape and buffering provisions to improve transitions between incompatible uses.
- Change Central Avenue zoning designation to encourage future commercial and mixed-use development.
- Create a Historic Overlay District and permit process to protect existing historic and cultural assests from improper renovation and demolition.
- Develop form-based code standards that emphasize how buildings relate to the adjoining street. These standards may include:
  - Block Frontage specifications for Main Street and Central Avenue for elements like window proportions, frequency of window and door openings, prohibition of blank walls, location and widths of porches or stoops, and requirements that buildings extend along all or most of their frontage to effectively enclose the street space.
  - Examine existing sign code and implement updates to facilitate updated streetscape and block frontage design.

CENTRAL & DAVIS RENDERING

Design Elements

Improvements on Central Avenue focus on both bicycle and pedestrian infrastructure. First floor retail is encouraged but not required, and Central has more medium-density residential than Main Street.

- Allowable building height is increased from 2 to 3 stories with 3rd floor step-back requirements
- Residential is allowed on any floor on Central.
- On-street parking is available to service first-floor businesses
- Landscaping provides a buffer between bicyclists and vehicular traffic
- A cycle track takes advantage of Central's wide right of way

COMMUNITY CORE RENDERING

Design Elements

Small neighborhood parks provide space for outdoor recreation and a place for the community to gather. Local food vendors can operate when community events are held.

A mix of housing types ranging from 1 to 2 stories provides affordability and diversity, while keeping the small-town feel of Belgrade.

The iconic stand-alone mailboxes of Belgrade are celebrated with shade structures and bulletin boards to post community announcements, events and services.

Landscaped bulb-outs help to slow traffic on residential streets and provide shade and a sense of place.

While the majority of the Community Core is residential, some neighborhood-serving commercial uses provide easy access to goods and services.

AIRPORT GATEWAY RENDERING

Design Elements

Commercial uses provide a buffer between Main Street and the railroad, and help to attract visitors leaving the airport to enter Dowtnown to eat, shop or play.

A landscaped median slows traffic as you approach Downtown Belgrade, and makes the route inviting and pleasant.

Iconic Belgrade structures are highlighted with clear sight lines and create an exciting experience of approaching the cultural and commercial heart of the City.

An on-street bike lane or off-street shared use path provides bicycle connectivity to Downtown Belgrade, and a sidewalk provides pedestrian connectivity between Downtown and the airport.

A gateway feature not only celebrates the identity and heritage of Belgrade, but also provides wayfinding and draws residents and visitors alike into Downtown Belgrade when exiting the airport.

DESIGN PLAN RECOMMENDATIONS SUMMARY

Project	Description	Priority Level	Implementation Timeline
Phase 1: Research & Planning			
Traffic Assessment	LRTP recommends further assessment of Broadway and Main intersection, and Broadway and Madison intersection	High	1-3 Years
Stormwater Assessment	Assessment of stormwater in City limits to meet MS4 requirements	High	1-3 Years
Truck Route Designation	Designating an alternate route for trucks to avoid Main Street with signage	High	2-5 Years
Railroad Quiet Zone	Assessment to implement a railroad quiet zone in Downtown Belgrade	High	2-5 Years
Historic Structure Assessment	Assessment and public engagement for historic structures, historic consultant to lead community discussion and decision on historic designations, regulations, and formation of a possible historic district.	Medium	3-6 Years
Phase 1: Streetscape Improvements			
Public Parking Lot	Construction of a paved public parking lot south of Main Street between Kennedy St and Davis St	High	1-3 Years
Main Street	Streetscape improvements to Main St from Davis St to Gallatin Field Road	High	3-5 Years
Main Street	Streetscape improvements on Main Street between Davis St and Quaw Blvd	High	3-5 Years
Phase 2: Streetscape Improvements			
Broadway	Streetscape improvements to Broadway between Main St and Central Ave	Medium	5-8 Years
Weaver Street	Streetscape improvements to Weaver St between Central Ave and Main St	Medium	5-8 Years
Kennedy Street	Streetscape improvements to Kennedy St between Central Ave and Main St	Medium	5-8 Years
Phase 3: Streetscape Improvements			
Central Avenue	Streetscape improvements to Central Ave from Quaw Blvd to Weaver St, and from Kennedy to Davis St (including cycle track)	Medium	8-10 Years
Quaw Boulevard	Streetscape improvements to Quaw Blvd between Central Ave and Main St	Medium	8-10 Years
Davis Street	Streetscape improvements to Davis St between Central Ave and Main St	Medium	8-10 Years
Future Streetscape Improvements			
South Broadway	Streetscape improvements to South Broadway from Main St to Madison Ave	Low	10+ Years
Madison Avenue	Streetscape improvements to Madison Ave from South Broadway to Jackrabbit Ln	Low	10+ Years

IMPLEMENTATION PLAN

The following are funding and implementation strategies that the City of Belgrade can use to achieve the vision for Downtown Belgrade:

Main Street Grant Program

The Montana Main Street Program is designed to help communities preserve their hirstoric downtown commercial districts and enhance economic vitality. Through a variety of grant and technical assistance opportunities, the City of Belgrade could qualify for funding assistance for projects focused on economic development, urban revitalization and historic preservation.

Participating communities enter the tiered program as an Affiliate Community and have the opportunity to prgress to a Designated or Certified level. Opporunities, matching requirements and resource access all vary based on the desingation level. Examples of the types of projects that can be funded by Main Street grants include:

- Branding Development Plans
- Wayfinding & Downtown Master Plans
- Dowtown Block Revitalization Studies
- Preliminary Architectural Reports
- Historic Preservation Plans

It is reccommended that the City contact the Montana Main Street Program to learn more about how to become an Affiliate Community and eventually pursue the Certified Community credential.

Revolving Loan Fund

Establishing a revolving loan funding using a portion of TIF money is a strategic way to maintain a funding source after the TIF expires. A revolving loan fund can be awarded by the city to projects that align with selection criteria and the money is then repaid at the end of the loan term. When the loan is repaid, including interest, that money can then be loaned to another project.

Butte-Silver Bow City/County has created a successful revolving loan program using a portion of their TIF. In 2020 the program had 35 active loans and a substantial cash balance. This program is evaluated by their board annually to ensure that any money transfered into the program is used.

If a similar program is established in Belgrade, it must be administered and reviewed regularly.

The Montana League of Cities and Towns can provide additional information regarding the requirements of establishing a revolving loan fund program in Belgrade. Even if Belgrade decides not to establish a revolving loan program, the Montana League of Cities and Towns leads a TIF State Working Group. It is reccommended that the city join the working group to learn more about best practices and to stay updated on recent rule changes and regulatory requirements.

Downtown Association

The purpose of a Downtown Association is to promote Downtown Belgrade as a center of commerce and culture for the city. As a 501c6 entity, this organization can work in cooperation with the existing Belgrade Chamber of Commerce to bring more visitors to downtown.

With a membership consisting of business owners and managers, a Downtown Association could facilitate programs and create events specifically targeted to increase visitation and improve visitor experiences. Examples of potential projects a Downtown Association could sponsor include:

- Flower baskets, banners and holiday decor along Main Street.
- Sidewalk sales, ladies night and other retail/ resturant focused events.
- Landscape maintenance programs.
- Downtown Dollars.

10. COST ESTIMATES

Phase 1: Main Street and Central Urban Core

Project	Notes	Cost
Phase 1: Research & Planning		
Traffic Assessment	LRTP recommends further assessment of Broadway and Main intersection, and Broadway and Madison intersection	$20,000
Stormwater Assessment	Assessment of stormwater in City limits to meet MS4 requirements	$200,000
Truck Route Signage	Cost of signs only	$10,000
Railroad Quiet Zone	Assessment for scope, installing controls, submitting paperwork, holding public hearings if needed	$100,000
Historic Structure Assessment	Assessment and public engagement for historic structures, historic consultant to lead community discussion and decision on historic designations, regulations, and formation of a possible historic district.	$130,000
		Total: $460,000
Phase 1: Parking Lot and Main Street Streetscape Improvements		
Public Parking Lot	115 spaces south of Main Street between Kennedy St and Davis St	$225,000
Main Street	3,400 linear feet between Davis St and Gallatin Field Rd.	$1,741,600*
W. Main Street	810 linear feet between Weaver and Kennedy Streets	$2,215,000
W. Main Street	790 linear feet between Quaw Blvd and Weaver St, and from Kennedy to Davis Street	$2,200,000
		Total: $6,381,600
*Cost estimate assumes that all sidewalks and street trees will be installed by property owners.		

Cost Estimates

The cost estimates take into consideration the following construction costs:

- Construction staging, surveying, and demolition
- Grading, pavement, and utilities
- Site furniture, planting, and irrigation
- Lighting and power distribution
- Design and engineering fees, bonds, and contingencies

All amounts are estimates and may increase due to inflation.

Phase 1 Cost Estimate

The first steps in implementing the vision for the District are to complete the necessary studies and assessments after which construction can begin on the physical improvements. Research costs may be funded by other grants or munipical funds, as the scope of some of the required assessments reach beyond the limits of the Urban Renewal District.

Phase 2: Broadway & Main Street Connections

Project	Notes	Cost
Phase 2: Streetscape Improvements		
Broadway	400 linear feet between Central Avenue and Main Street	$1,350,000
Weaver Street	400 linear feet between Central Avenue and Main Street	$1,350,000
Kennedy Street	400 linear feet between Central Avenue and Main Street	$1,350,000
		Total: $4,900,000

Phase 3: Central Avenue

Project	Notes	Cost
Phase 3: Streetscape Improvements		
Central Avenue	690 linear feet, from Quaw Blvd to Weaver St, and from Kennedy to Davis St	$4,000,000
Quaw Blvd	400 linear feet between Central Avenue and Main Street	$1,350,000
Davis Street	400 linear feet between Central Avenue and Main Street	$1,350,000
		Total: $6,750,000

Future Urban Corridors

Project	Notes	Cost
Future Streetscape Improvements		
South Broadway	1,500 linear feet from Main Street to Madison Avenue	$4,100,000
Madison Avenue	1,100 linear feet from South Broadway to Jackrabbit Lane	$3,010,000
		Total: $16,410,000

Phases 2 and 3, Future Phases

Costs were estimated using linear foot increments, where lengths can be decreased or increased depending on actual construction costs of Phase 1. Revenue from the TIF district may increase due to increased property values of new construction in Downtown Belgrade. Future streetscape improvements beyond Phase 3 may vary in scope and cost estimates should be updated approximately every 10 years.

APPENDIX A : PUBLIC SURVEY RESULTS

1. What is currently working in downtown Belgrade?

Response Options	Count	Percentage
Traffic flow	9	8%
Dining options	15	13%
Shopping options	4	4%
Character of the built environment	21	**19%**
Parking	24	**21%**
Pedestrian connectivity	11	**10%**
Public gathering spaces	8	**7%**
Landscaping	9	**8%**
Lighting	11	**10%**
TOTALS	112	

2. What is not currently working in downtown Belgrade?

Response Options	Count	Percentage
Traffic flow	32	16%
Dining options	24	12%
Shopping options	34	17%
Character of the built environment	14	**7%**
Parking	14	**7%**
Pedestrian connectivity	20	**10%**
Public gathering spaces	23	**11%**
Landscaping	23	**11%**
Lighting	18	**9%**
TOTALS	205	

3. What public improvements are most important to you?

Response Options	Count	Percentage
Better bike parking and bike circulation	19	6%
More street trees and planters	32	10%
New sidewalks	27	9%
Safer sidewalk connections and crosswalks	46	**15%**
More lighting at night	25	**8%**
Repaired above and below ground utilities	13	4%
Increased parking	38	**12%**
More bus routes and bus stops	14	5%
Signage for public amenities	7	**2%**
Improved traffic lanes and traffic controls	48	**16%**
Outdoor seating	35	**11%**
TOTALS	310	

4. How would you like to see the railroad treated in downtown Belgrade? Rank from highest (1) to lowest (5)

Response Options	Avg Rank	Rank
Build a tunnel to drive and walk under the railroad	2.16	Highest
Celebrate the industrial look and feel of the railroad and merge with historic downtown	2.66	
Screen and buffer the railroad with wall, fences and vegetation	3.17	
Build a pedestrian bridge over the railroad only	3.18	
Phase out industrial uses near downtown and encourage urban development	3.49	**Lowest**

5. Downtown Belgrade has many historic buildings. Thinking about downtown character, what would you like to see regulated when building exteriors are improved? Consider items such as signage, doors, awnings, safety, windows, historic treatments, patio fencing and wall materials.

- Keeping any additional improvements and or building similar character as the current historical buildings
- Stick with a historic Main Street small town country feel
- Patio fencing and keeping as much brick as possible. Signage should be kept to a minimum and modern as possible when necessary
- Maintaining the historical look, and making sure it's not cheaply done
- Awnings would add a nice touch to the Main St Establishments as would outdoor seating spaces.
- Keeping with the brick, no bright paints. Flat signs on the building.
- I think staying in line with ag type materials/architecture and not allowing any more neon signs (unless they fit in with the design/brightness of the waving cowgirl and The Mint) would be nice.
- Require clean up of the Lounge Property. The building is an eyesore and needs to be replaced or renovated.
- Like to keep that historic character of the buildings there now, with a mix of modern updates. The outpost has done a nice job with their building. And bar 3 looks great. To continue that down the road would be nice. The building with Hong Kong city near the town pump would be great to improve.
- Maintaining historic treatments - not replacing with modern fixtures. Signage should also not be overly distracting.

Be Heard BELGRADE

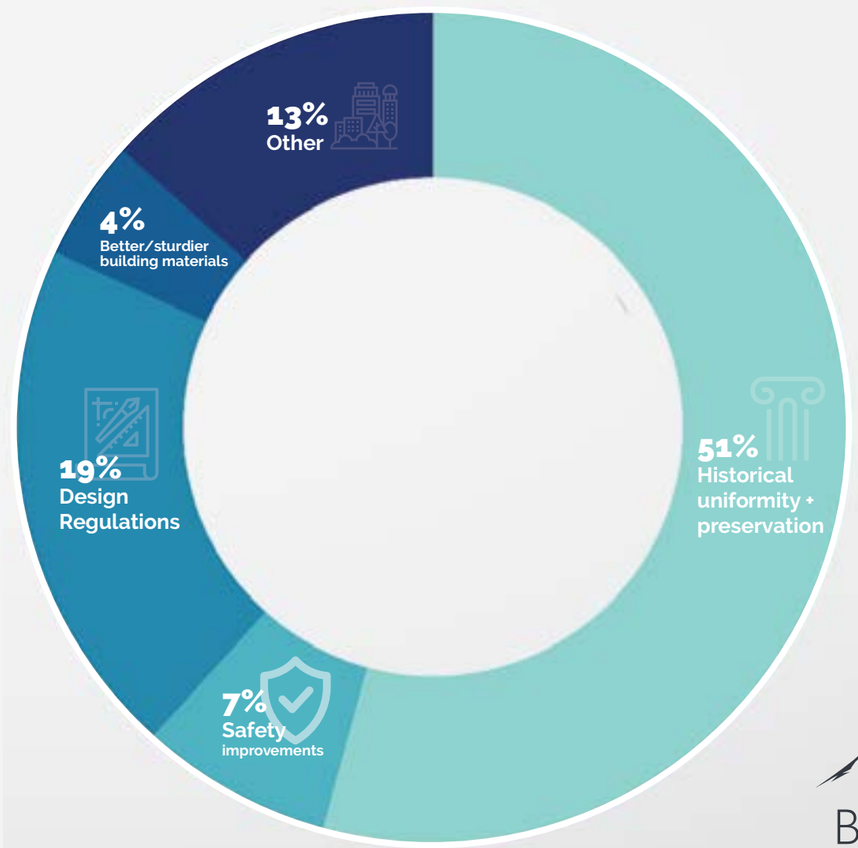
BELGRADE DOWNTOWN DESIGN PLAN SURVEY RESULTS

Combined Engagement Summary

1 What public improvements are most important to you?

- Improved traffic lanes & traffic controls — 16%
- Safer sidewalk connections & crosswalks — 15%
- Other — 14%
- Increased parking — 12%
- Outdoor seating — 11%
- More street trees and planters — 10%
- New sidewalks — 9%
- More lighting at night — 8%
- More bus routes and bus stops — 5%

2 Downtown Belgrade has many historic buildings. Thinking about downtown character, what would you like to see regulated when building exteriors are improved?



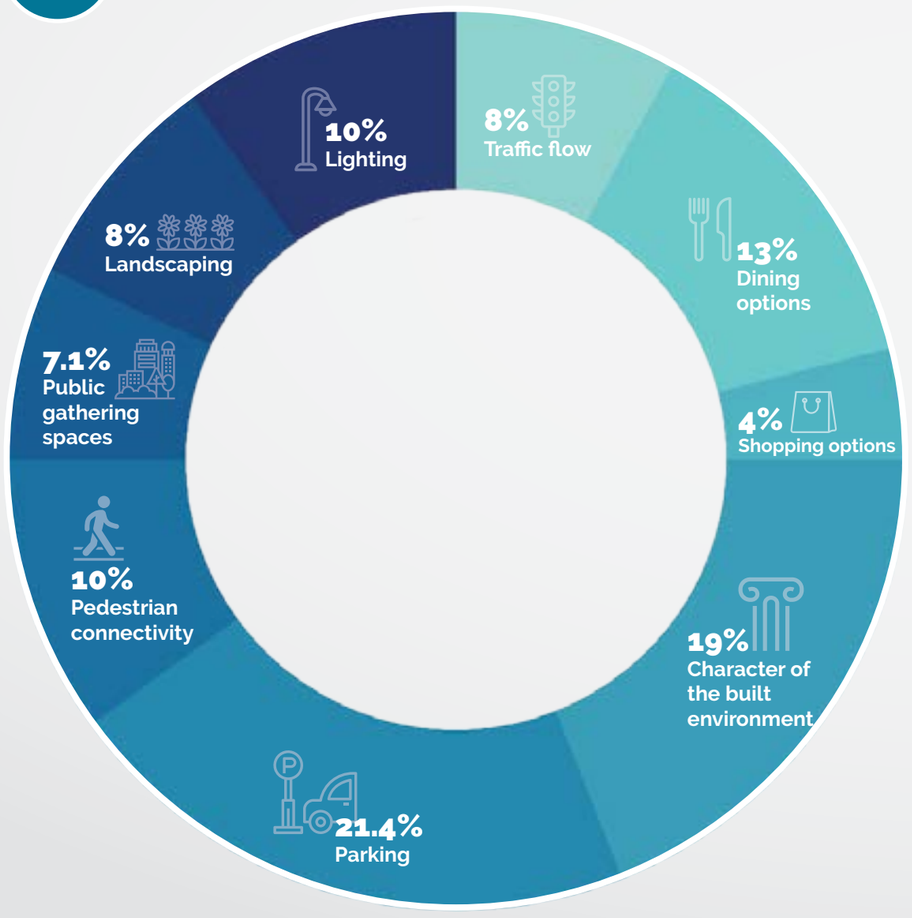
CITY OF BELGRADE
MONT ANA

Be Heard BELGRADE

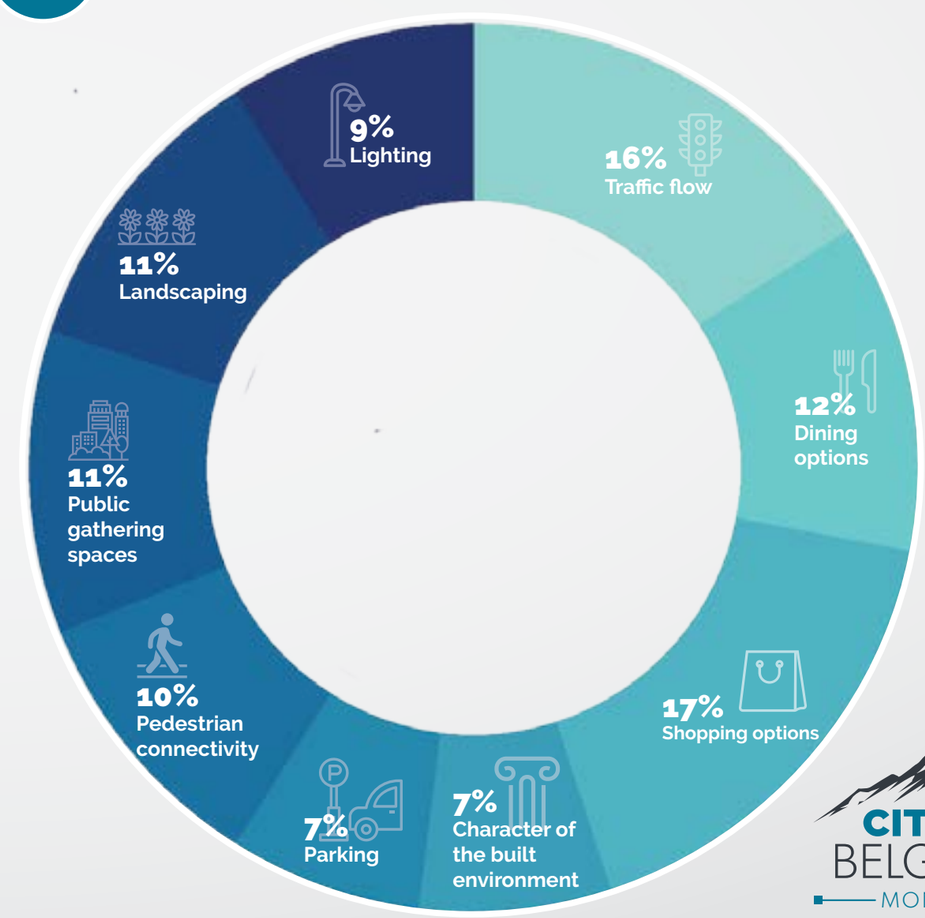
BELGRADE DOWNTOWN DESIGN PLAN SURVEY RESULTS

Combined Engagement Summary

3 What **IS** currently working in downtown Belgrade?



4 What **IS NOT** currently working in downtown Belgrade?



CITY OF BELGRADE MONTANA

- This is a difficult question. I would like to see historical buildings keep that historical character. For instance, the realtor next to Boxers did a great job, while the owner of the rented hair place did a lousy job. Nistler did a wonderful job. The old city hall building and adjacent old bank are superb. While the buildings next door to the east are eyesores. Keep a historical perspective.
- Sign regulation - some are super ugly. More historic feel lighting. The telephone poles are a mess and the rig that has to happen for the christmas lights is a rats nest. Can they get outlets or something?
- Signage, building materials, less bars and casinos
- keep the historic character
- Clean and neat - not being controlling and NO HOA's - bad for everyone.
- I would love to see the character and style of the historic buildings to be preserved. I would encourage that the wall treatments preserve or return the building to it's historical integrity. I also think it is important that signage is not too big and is aesthetically pleasing.
- Safety, patio fencing, wall materials
- All of the above
- Retain character when feasible, and if not possible, match the esthetics within reason.
- Dear God PLEASE don't allow Andy Holloran to build any square, gray, ugly, 3 to 5 story high buildings in Belgrade. He and his Home Base Partners from Chicago have RUINED Bozeman. It looks like another Aspen, Colorado and businesses are closing or moving out. We want to keep Belgrade Belgreat, NOT like ugly square building Bozeman. Keep Belgrade home town, not yuppified Aspen. We don't want to see sky scrapers, but lower level buildings. Sidewalks that are handicapped safe and especially for aging seniors, which I am. Keep signs small, not flashing neon like downtown Chicago. Awnings would look nice if hung right but remember gulls shit all over them and can be a problem for pedestrians. Safety should be a part of every design, be it street or a building that is on a corner or too close into the street. Windows should be made out of safety glass because with riots you can never be too safe for the business owner and pedestrian. Wall materials, patio fencing and historic treatments should meld into the existing design of a street. Look up and around and make a positive determination with the future proposed buildings, what's being built and the surroundings. Just don't drop a 5 story square ugly, gray building in the middle of Belgrade.
- Nice transition from downtown core both East and West. Sidewalks that run the whole of main street.
- Keeping the historic/original character of the buildings, like treatments & materials, style etc. While keeping safety in mind of course.
- Preservation of exterior brick cladding while improving structural integrity for safety.
- What is considered 'downtown' Belgrade is very small. Any new buildings should blend into the same small town buildings already established. I don't think the new Bar 3 is very historic looking even with galvanized sidings. I would like to see fencing between the buildings and the railroad tracks, similar to what Livingston has downtown.
- A sign at the corner of Madison, Colorado, and Broadway explaining how one is supposed to get through it safely would be helpful. Or at least apologizing for the mess.
- I would like to see the buildings keep the historic look and feel. Belgrade downtown has a hybrid of buildings. As you comfort her East the historic look dissipates. We have a lot of empty buildings.
- Signs adequate walking spaces, safety features and a flow of color choices that are appealing.
- Maintaining a historic character but with aesthetic windows and more masonry wall materials using natural colors.

6.Which part of downtown Belgrade should be improved first? Provide street names and specific improvements.

- The streets of Madison, Colorado, and broadways. The 3 way junction is dangerous and needs improvement
- Jackrabbit & Main and light at Broadway & Main
- New City parking lot on the south side of Main Street between Davis and Kennedy with screening of the Railroad.
- Main. Add a parking garage to free up space to developer restaurants and retail property.
- Main and broadway business parking
- Improve the entry area to Downtown Belgrade from the airport to make it more inviting and to draw visitors from the airport by removal, redevelopement and screening of extremely dated and worn out modular housing developements east of Broadway on Main. Improve character of existing and unused commerical buildings on Main 2 and more east of Broadway
- Main Street should be the number 1 priority, then Madison/Broadway. Restrictions on utilities should also be restricted overhead for over aesthetics.
- Broadway South if the rail tracks. Better sidewalks, and bike paths.
- the pawn shop and parking at that east end of main st.
- Traffic flow. The 4 way stop is a nightmare during commute hours especially when the train goes through
- Remove the eyesore of the lounge and the parking lot to the East. I have lived here since I was 5 and have never felt like we have an actual downtown. Main Street all the way to the airport needs some drastic improvements toward the east end of town. Starting at the other side of town pump. Trailer parks needs an entrance face lift , Gallatin homes industrial area needs a lot of help.
- Cleaning up mainstreet first.
- Broadway & Main should be a roundabout with crosswalk lights.
- The four-way stop at Main and Broadway. No one is going to stop if it's too congested. Make it appealing to pull over and wander around.
- Please consider quiet crossing improvement - the train horn is such a nuisance. There is also no shopping other than Montana Camp. Nothing to keep people there during non eating hours.
- Night time lighting on Main and Broadway. Less Town Pumps, Bars, and Casinos and put in a Bowling Alley, Pool, Movie Theatre ect. Downtown is dirty and grungy and full of drunks with the current environment that we are allowing to flourish.
- encourage more coffee and shopping to locals and visitors
- I would love to see development along the main drag to improve in the way it looks.
- Main Street from 4 way stop to Town Pump.Clean up walking areas and store fronts for more inviting look. Plants, benches, outdoor dining, sidewalks, pedestrian street crossing.
- Main Street
- Main/Frontage Road between Broadway and Airway Blvd.
- First, get the traffic/pedestrians to go under the railroad tracks to improve traffic because at 3 to 5 pm it's a bear driving from point A to point B due to train traffic. Then make a 4-lane from Town and Country to First Security Bank to open up that bottle neck.
- Broadway/Madison, Main Street widening and stoplight.
- The railroad problem! Either an over or under pass at Broadway and Jackrabbit crossings. For both cars and pedestrians.

- The old fire department building should be utilized for public use.
- Main St. between N Davis St and N Kennedy St. both sides of Main St need better pedestrian connectivity and south side needs additional business.
- Give us a designated TURN signal light for the turn lanes at all intersection points at Jackrabbit Ln (Hwy 191) and Madison Ave. For those heading eastbound on Madison Ave that are turning right heading south, place a solid barrier on the street half way to the Jack Rabbit entrance to keep them in their lane. Those turning left onto Jack Rabbitt heading south would have to stay in their lane till that point. If they needed the businesses on the west side of Jackrabbit Ln they should have headed straight west on Madison Ave. Drivers already give it the gas the moment they cross the intersection. Why the no u-turn at the intersection ? It is a hardship for those who chose to use businesses on the east side of Jackrabbit Ln or those who want to just get back on the interstate. This could be allowed with the corrected light signal timings.
- Fix the intersection at Madison, Colorado, and Broadway. Many people refuse to acknowledge that the old bend in the highway is now a busy intersection and has been for many years, so they turn without signaling. Some people then use their turn signals in a desperate effort to indicate their intention to go straight. Because that idea of using a right or left signal to indicate your intention to not turn is so stupid, there is no consistency. No matter what signals people use or don't use there, no one has any way of guessing where anybody is going. I have had many near misses and one accident there. When the police officer asked me who I thought was responsible for the accident, I answered, "The City of Belgrade." He told me he agreed but couldn't put that on the report. Over the years, I have heard multiple excuses for why that intersection can't be fixed, but I find it difficult to believe that we are powerless in the hands of an angry God who wants us to smash into each other at Madison and Broadway.
- East end (thrift store corner) of Main Street, the Belgrade Lounge.
- Jackrabbit and Main Street. A better method to help with the flow of traffic. The light helps, but should allow for cars to turn left during green lights if they are able to. Also, building a way to keep traffic moving when there is a train would solve a lot of issues.
- Main Street from Broadway Street to Oregon Street with sidewalk improvements, increase available off-street parking, create opportunities for outdoor patio space for businesses, and enhance visual appeal of building frontages.

7. What other public improvements, circulation connections, or amenities are important to you?

- Create traffic calming areas in the areas of Madison, Minnesota and Yellowstone. The residential streets are used as cut through streets and create heavy traffic, speed and noise
- Bike trails and swim center like what's in Butte....please so something with old tennis courts in Lewis & Clark park. Kids used it until asphalt ripped up...now it's a major eye sore for homeowners
- Sidewalks throughout the area north of Main Street that do not currently have them.
- We need more restaurants, shopping, and Lodging to increase traffic through the town which will bring in more money to make additional improvements.
- Making utilities go underground, more sidewalks, redoing older sidewalks, vintage lighting in our business districts.
- Bike path from Ryen Glenn neighbirhood to downtown Belgrade.
- More dining options that are local and are not all corporate companies. Some type of shopping ie a shopko, target etc. reduce the need for us to go to Bozeman
- Biking and walking paths if possible. Adding some landscape areas would soften the look. The strip mall areas of on main (lone peak, wok, snap fitness) would love to see more plants etc if possible. The roundabout near airport looks so good right now. Could there be areas like that? Although without blocking view of traffic is important when pulling out of the lots.
- Jackrabbit railroad crossing should be a tunnel.
- Walking across any part of the four-way stop is a lesson in taking your own life in your hands.
- Left Hand Turning Lanes and traffic lights. A real place to buy socks, underwear and normal household goods. Perhaps a pool or YMCA or something for our youth and better resources for families.
- coffee places, more business and encourage visitors
- I would love main street and the nearby blocks to be accessible & friendly. I would love if downtown started to bring in more local shops & restaurants.
- Improve public parks. Add grass and landscaping to current undeveloped parks.
- Allies parallel to Main Street should be upgraded to enhance the appearance of the Business and Create and promote entrance to the stores and perhaps patios for lounging or eating. Sell, Rent, or re-open the majority of Defunct Businesses on Main..Get the Casinos out of Downtown District.. Repaint downtown with something other than Battleship Gray! That is depressing.. Lighter colors are Happier Colors! Use lots of Glass Storefronts to invite shoppers!
- Completion of walking/biking path along Amsterdam Road.
- Second, put a lighted traffic light at Main that is currently a 4-way stop as this would move traffic better than it is now. Then lets worry about how Belgrade looks to people. Thank you.
- My goodness Jackrabbit, Madison, Main widening. The traffic is horrible and gets so bottlenecked. Sidewalk and curbing on all streets and side walks.
- Landscaping and sidewalks. I think it needs to be easier for pedestrians to move around the entire downtown area.
- Safety, such as crosswalk signs and improving traffic during school drop off times and work traffic times.
- Recreation activities.
- We need a round-about where W Madison Ave, Colorado St, and South Broadway collide.
- Frankly, every time I come downtown, I am so angry about Madison and Broadway that I don't think about other possible improvements.
- Would like to not have to drive to Bozeman for most everything. City Pool!! Pretty sure we are the only rural city in montana without a pool. We drive to three forks to swim. Movie theatre target/Walmart-(would like to buy soap and not have to pay $15.00at Albertsons for it or have to drive to Bozeman to get it) Restaurant options Bike Paths and walking trails
- Our town needs more sidewalks! Especially in the areas close to downtown and schools. Bike lanes on busier streets would be great as well.
- **Enhanced pedestrian crossings to improve visibility to drivers where possible. Decorative street lighting (LED) that is in keeping with the character of the downtown area. Functional and accessible sidewalks. Provisions for bicycle parking where possible without inhibiting movement of all streetscape users. Placement of overhead utilities below ground where possible. Installation of required improvements to establish railroad quiet zones through Downtown Belgrade.**

8. If you had a magic wand, what would make downtown Belgrade totally amazing?

- Always keep in mind that Main St is a main thorough fair for trucks but it would be nice to make it more walkable. A green separation between pedestrians and vehicular traffic is necessary in such tight spaces that need to accomodate both.
- Belgrade needs more family restaurants.
- Business growth. Additional shopping opportunities throughout Belgrade would be a very welcome addition. The Gallatin Valley and surrounding area is widely known for its outdoor recreation opportunities. Attracting outdoor recreation oriented businesses would be desirable. Additional dining and entertainment options may also lead to growth in other businesses to attract and retain employees.
- It would be a Small-town-Montana Cow Town With Bright Happy Interesting things to Do. Big Windows With Shade Awnings for Window shopping.
- Revamp Jackrabbit from the interstate to the railroad tracks This area is prime for almost a 2nd downtown area on the west side. Widen the road, fix the stoplight and create a BLVD type parking and create a downtown brick row building. The more we can make the road from the airport, through Belgrade, to the highway a nicer experience, the better it will be in the long run.
- Additional restraints, like the Montana Club or Rib & Chop and shopping
- Bicycle infrastructure: A network of connected and safe bicycle infrastructure
- I would love to see this plan consider how impact fee reimbursement and parking could be leveraged to incentivize housing that local wage earners can afford. Additional residents downtown would help support local businesses and create a safer and more lively environment for visitors. As the price of housing continues to rise, long-term affordability should be considered for housing units that benefit from an incentive.

Comments collected during the Passive Display at the Belgrade Library, Mercantile Building, and City Hall in November 2020:

- More taxes
- Pedestrian crossing at N. Broadway & Central Ave
- Keep heritage & history
- Yes, I think improving the roads and traffic patterns is a must. We need to invest in our community. Belgrade needs more businesses, shops, restaurants, etc. This will improve the town and create new jobs and opportunities. This is good for everyone.
- We're Belgrade not Bozeman.
- More sidewalks & make sure to support local businesses
- Too many Belgrade residents will be displaced if this is how its gonna go. Keep Belgrade real.
- Welcome to California
- Not worth the money. Belgrade is great as is. I don't support.
- Looks great! Belgrade needs this.
- Outdoor seating is nice! Like creating a nice community hub/ heartbeat downtown. Safe & lighted. Good work!
- Yes, change is good.
- I don't like it
- Do you even read these?
- Hate it
- Please no!
- Clean Belgrade up! Improvement is progress.
- Don't do it
- Terrible
- You'll regret it McTown
- What happens to the businesses that are already on that lot? CareQuest, Mills Auto, etc.
- We live in Belgrade and not Bozeangeles for a reason...Belgreat should not be gentrified
- I want clothing stores & place for kids to hangout and eat. Keep Belgrade how it is done up the downtown. Keep the history.
- 100% yes! Belgrade needs more businesses and restaurants
- No more restaurants. Support the ones that are here!
- Best thing to happen to Belgrade since me.
- Upgrade Belgrade!
- **Looks great! What an awesome way to support local businesses**
- **Enhance enhance enhance...**
- **Looks like LA**
- **Reroute the train tracks, it divides the community. No streetside parking, use multi-level parking garage**
- **Belgrade as is slaps. Bozeman is more LA than MT. More dive bars. Less development.**
- **Looks great! Time to clean up Belgrade!**
- **Love it! We need more availability for businesses.**
- **Cool**
- **Stop the train noise now!**
- **More development = more jobs**
- **This will be great for small businesses**
- **Instead of selling Belgrade's soul, why don't we accentuate its existing charm. Why does all small towns have to look the exact same? Be more creative then that.**
- **Keep it Belgrade NOT Bozeman!**
- **Parking should remain street side**
- **Keep Belgrade, Belgrade! Not Bozeman! Don't like the "urban look"**
- **Why aren't there any street lights in Prescott subdivision? Big mistake!**
- **Please support the small mom & pop businesses before bringing in corporate.**
- **Starting to look a lot like Bozeman**
- **This is Belgrade Montant not California! Keep the history**
- **I am excited to see Belgrade be more than a "dump"**
- **This is not the Belgrade I was born & raised in. We are not Bozeman and don't want to be.**
- **Belgrade is rural NOT urban...don't do it**
- **How does it solve traffic issues?**
- **Soulless developers and politicians lining pockets for flashy modern look. Waste of money.**
- **Keep street parking at least. No multi-level garage as in other comment. Re-route train tracks.**
- **How about the poor merchants who barely make rent as it is, they will be forced out of business.**

APPENDIX B : DETAILED COST ESTIMATES

Main Street Improvements between Davis St & Gallatin Field Rd.

ITEM	DESCRIPTION	QUANTITY	UNIT	UNIT $	TOTAL COST
General					
G-1	Construction Testing	1	LS	$30,000	$30,000
G-2	Construction Surveying & Control	1	LS	$30,000	$30,000
G-3	Misc. Utility Search (conduit/sleeve)	1	LS	$3,000	$3,000
G-4	Laydown area	1	LS	-	-
G-5	Haul & Disposal	1,400	CY	$27	$37,800
G-6	Erosion/Dust Control	1	LS	$30,000	$30,000
G-7	Demolition Pavement Sidewalk	0	SY	$30	-
G-8	Demolition Curb	0	LF	$5	-
G-9	Demolition Pavement Road Milling/Haul	8,300	SY	$3	$24,900
		SUBTOTAL			**$155,700**
Pavement - Include Subgrade Prep & Base					
A-1	Reinf. Concrete Pavement	0	SF	$24	-
A-2	Reinf. Concrete Color Additive Pigment Only	0	SF	$2	-
A-3	Share Use Asphalt Path	3,000	SY	$70	$210,000
A-4	Vehicular Pavers	0	SF	$20	-
A-5	Conc. Sidewalk (by owner)	0	SF	$16	-
A-6	Reinforced Concrete Band	0	LF	$12	-
A-7	Landscape Concrete Band	0	LF	$30	-
A-8	Concrete Thickened Edge	120	LF	$30	$3,600
A-9	Curb and Gutter	6,800	LF	$35	$238,000
A-10	Asphalt Pavement - Heavy including base	12,900	SY	$100	$1,290,000
		SUBTOTAL			**$1,741,600**
Site Accessories					
B-1	Sidewalk Trench Drain	0	LF	$90	-
B-2	Crosswalk Truncated Domes	4	EA	$500	$2,000
B-3	Accessible Signs (Sign and Post Assembly)	8	EA	$450	$3,600
B-4	Bus Parking Signs (Sign and Post Assembly)	0	EA	$450	-
B-5	Irrigation Sleeves 4" Sched. 40 PVC	0	LF	$6	-
B-6	Bench	8	EA	$2,800	$22,400
B-7	Trash	8	EA	$1,800	$14,400
		SUBTOTAL			**$42,400**
Storm Drainage/Utilities					
G-1	Storm Inlets	20	EA	$4,200	$84,000
G-2	36" RCP Storm	1,500	LF	$300	$450,000
G-3	Multiflow Drainage System	1,500	LF	$4	$6,000
G-4	12" RCP	400	LF	$75	$30,000
		SUBTOTAL			**$570,000**
Grading - Finish					
H-1	Finish Grading	3,000	CY	$15	$45,000
H-2	General Granular Backfill	400	CY	$150	$60,000
		SUBTOTAL			**$105,000**

ITEM	DESCRIPTION	QUANTITY	UNIT	UNIT $	TOTAL COST
Plantings					
J-1	Compost	450	CY	$25	$11,250
J-2	Fertilizer	450	CY	$1	$450
J-3	Planter Bed Topsoil Prep & Placement 24" Depth	2,600	SY	$35	$91,000
J-4	Planter Bed Mulch (4" depth by owner)	0	SY	$7	-
J-5	Planter Bed Fabric (shrub beds only)	0	SY	$5	-
J-6	Trees (shade by owner)	0	EA	$500	-
J-7	Trees (ornamental by owner)	0	EA	$500	-
J-8	Tree mulch 4" Deep (by owner)	0	EA	$10	-
J-9	Tree Fabric	0	SY	$1	-
J-10	Landscape Edging - Planter Bed Only	0	LF	$10	-
J-11	Tree Grate	0	EA	$1,000	-
J-12	Shrubs	0	EA	$60	-
J-13	Perennial (Forbs & Ornamental Grasses)	0	EA	$25	-
		SUBTOTAL			**$102,700**
Irrigation Systems					
K-1	Irrigation (2") Mainline & Valve Assembly	0	LF	$10	-
K-2	Irrigation Main Controller/Valve System	0	EA	$5,000	-
K-3	Drip Irrigation (Planter Bed Row Grid)	0	SY	$15	-
K-4	Irrigation Sleeves (4")	0	LF	$6	-
		SUBTOTAL			-
Light Fixtures					
L-1	Streetlight Pole/Fixtures	12	EA	$7,000	$84,000
L-2	Fixture Feeder Wire & Conduit	3,000	LF	$12	$36,000
L-3	Fixture Feeder Trenching, Tracer Wire	3,000	LF	$1.20	$3,600
L-4	Traffic Signal	0	EA	$100,000	
		SUBTOTAL			**$123,600**
Power Distribution					
N-1	Lighting Power Transformer	1	LS	$25,000	$25,000
N-2	Panelboard Feeder Wire & Conduit	1	LS	$14,500	$14,500
N-3	Panelboard Feeder Trenching, Tracer Wire	1	LS	$4,000	$4,000
N-4	Conduit & Trench for electrical	50	LF	$17	$850
		SUBTOTAL			**$44,350**
	Subtotal				**$2,885,350**
	Bond				**$173,121**
	Subtotal				**$3,058,471**
	TAX				**$144,268**
	Subtotal				**$3,202,739**
	Contigency	**0.25**			**$800,685**
	Subtotal				**$4,003,423**
	Landscape Architecture/Engineering Final Design/Construction Administration	**0.12**			**$480,411**
	Subtotal				**$4,483,834**

W. Main Street Improvements between Quaw Blvd & Davis St

ITEM	DESCRIPTION	QUANTITY	UNIT	UNIT $	TOTAL COST
General					
G-1	Construction Testing	1	LS	$20,000	$20,000
G-2	Construction Surveying & Control	1	LS	$15,000	$15,000
G-3	Misc. Utility Search (conduit/sleeve)	1	LS	$2,000	$2,000
G-4	Laydown area	1	LS	-	-
G-5	Haul & Disposal	8,424	CY	$27	$227,448
G-6	Erosion/Dust Control	1	LS	$10,000	$10,000
G-7	Demolition Pavement Sidewalk	3,350	SY	$30	$100,500
G-8	Demolition Curb	3,000	LF	$5	$15,000
G-9	Demolition Pavement Road Milling/Haul	5,000	SY	$3	$15,000
		SUBTOTAL			**$404,948**
Pavement - Include Subgrade Prep & Base					
A-1	Reinf. Concrete Pavement	0	SF	$24	-
A-2	Reinf. Concrete Color Additive Pigment Only	5.500	SF	$2	$11,000
A-3	Concrete Sidewalk Pavement	39,30	SF	$15	$589,500
A-4	Vehicular Pavers	0	SF	$20	-
A-5	Pedestrian Pavers	0	SF	$16	-
A-6	Reinforced Concrete Band	0	LF	$12	-
A-7	Landscape Concrete Band	50	LF	$30	$1,500
A-8	Concrete Thickened Edge	120	LF	$30	$3,600
A-9	Curb and Gutter	3.000	LF	$25	$75.000
A-10	Asphalt Pavement - Heavy including base	3,200	SY	$75	$240,000
		SUBTOTAL			**$920,600**
Site Accessories					
B-1	Sidewalk Trench Drain	400	LF	$90	$36,000
B-2	Crosswalk Truncated Domes	16	EA	$500	$8,000
B-3	Accessible Signs (Sign and Post Assembly)	16	EA	$450	$7,200
B-4	Bus Parking Signs (Sign and Post Assembly)	8	EA	$450	$3,600
B-5	Irrigation Sleeves 4" Sched. 40 PVC	400	LF	$6	$2,400
B-6	Bench	8	EA	$2,800	$22,400
B-7	Trash	8	EA	$1,800	$14,400
		SUBTOTAL			**$570,000**
Storm Drainage/Utilities					
G-1	Storm Inlets	20	EA	$4,200	$84,000
G-2	36" RCP Storm	1,500	LF	$300	$450,000
G-3	Multiflow Drainage System	1,500	LF	$4	$6,000
G-4	12" RCP	400	LF	$75	$30,000
		SUBTOTAL			**$570,000**
Grading - Finish					
H-1	Finish Grading	1,500	CY	$15	$22,500
H-2	General Granular Backfill	120	CY	$150	$18,000
		SUBTOTAL			**$40,500**

ITEM	DESCRIPTION	QUANTITY	UNIT	UNIT $	TOTAL COST
Plantings					
J-1	Compost	700	CY	$25	$17,500
J-2	Fertilizer	700	CY	$1	$700
J-3	Planter Bed Topsoil Prep & Placement 24" Depth	700	SY	$35	$24,500
J-4	Planter Bed Mulch (4" depth by owner)	700	SY	$7	$4,900
J-5	Planter Bed Fabric (shrub beds only)	700	SY	$5	$3,500
J-6	Trees (shade)	40	EA	$500	$20,000
J-7	Trees (ornamental)	0	EA	$500	-
J-8	Tree mulch 4" Deep	40	EA	$10	$400
J-9	Tree Fabric	160	SY	$1	$160
J-10	Landscape Edging - Planter Bed Only	0	LF	$10	-
J-11	Tree Grate	40	EA	$1,000	$40,000
J-12	Shrubs	250	EA	$60	$15,000
J-13	Perennial (Forbs & Ornamental Grasses)	700	EA	$25	$17,500
		SUBTOTAL			**$144,160**
Irrigation Systems					
K-1	Irrigation (2") Mainline & Valve Assembly	3,000	LF	$10	$30,000
K-2	Irrigation Main Controller/Valve System	1	EA	$5,000	$5,000
K-3	Drip Irrigation (Planter Bed Row Grid)	1,200	SY	$15	$18,000
K-4	Irrigation Sleeves (4")	3,000	LF	$6	$18,000
		SUBTOTAL			**$71,000**
Light Fixtures					
L-1	Streetlight Pole/Fixtures	40	EA	$7,000	$280,000
L-2	Fixture Feeder Wire & Conduit	3,000	LF	$12	$36,000
L-3	Fixture Feeder Trenching, Tracer Wire	3,000	LF	$1.20	$3,600
L-4	Traffic Signal	0	EA	$100,000	-
		SUBTOTAL			**$319,600**
Power Distribution					
N-1	Lighting Power Transformer	1	LS	$25,000	$25,000
N-2	Panelboard Feeder Wire & Conduit	1	LS	$14,500	$14,500
N-3	Panelboard Feeder Trenching, Tracer Wire	1	LS	$4,000	$4,000
N-4	Conduit & Trench for electrical	50	LF	$17	$850
		SUBTOTAL			**$44,350**
		Subtotal			**$2,609,158**
		Bond			**$156,549**
		Subtotal			**$2,765,707**
		TAX			**$130,458**
		Subtotal			**$2,896,165**
		Contigency		**0.25**	**$724,041**
		Subtotal			**$3,620,207**
		Landscape Architecture/Engineering Final Design/Construction Administration		**0.12**	**$434,425**
		Subtotal			**$4,054,632**

Broadway Improvements between W Main St and Central Ave

ITEM	DESCRIPTION	QUANTITY	UNIT	UNIT $	TOTAL COST
General					
G-1	Construction Testing	1	LS	$5,000	$5,000
G-2	Construction Surveying & Control	1	LS	$3,500	$3,500
G-3	Misc. Utility Search (conduit/sleeve)	1	LS	$800	$800
G-4	Laydown area	1	LS	-	-
G-5	Haul & Disposal	7,200	CY	$27	$194,400
G-6	Erosion/Dust Control	1	LS	$10,000	$10,000
G-7	Demolition Pavement Sidewalk	2,100	SY	$30	$63,000
G-8	Demolition Curb	800	LF	$5	$4,000
G-9	Demolition Pavement Road Milling/Haul	1,400	SY	$3	$4,200
		SUBTOTAL			**$284,900**
Pavement - Include Subgrade Prep & Base					
A-1	Reinf. Concrete Pavement	0	SF	$24	-
A-2	Reinf. Concrete Color Additive Pigment Only	0	SF	$2	-
A-3	Concrete Sidewalk Pavement	9,600	SF	$15	$144,000
A-4	Vehicular Pavers	0	SF	$20	-
A-5	Pedestrian Pavers	480	SF	$16	$6,720
A-6	Reinforced Concrete Band	0	LF	$12	-
A-7	Landscape Concrete Band	0	LF	$30	-
A-8	Concrete Thickened Edge	0	LF	$30	-
A-9	Curb and Gutter	900	LF	$25	$22,500
A-10	Asphalt Pavement - Heavy including base	1,400	SY	$75	$105,000
		SUBTOTAL			**$278,220**
Site Accessories					
B-1	Sidewalk Trench Drain	0	LF	$90	-
B-2	Crosswalk Truncated Domes	2	EA	$500	$1,000
B-3	Accessible Signs (Sign and Post Assembly)	2	EA	$450	$900
B-4	Bus Parking Signs (Sign and Post Assembly)	2	EA	$450	$900
B-5	Irrigation Sleeves 4" Sched. 40 PVC	100	LF	$6	$600
B-6	Bench	2	EA	$2,800	$5,600
B-7	Trash	2	EA	$1,800	$3,600
		SUBTOTAL			**$12,600**
Storm Drainage/Utilities					
G-1	Storm Inlets	4	EA	$4,200	$16,800
G-2	36" RCP Storm	400	LF	$300	$120,000
G-3	Multiflow Drainage System	400	LF	$4	$1,600
G-4	12" RCP	120	LF	$75	$9,000
		SUBTOTAL			**$147,400**
Grading - Finish					
H-1	Finish Grading	120	CY	$15	$1,800
H-2	General Granular Backfill	40	CY	$150	$6,000
		SUBTOTAL			**$7,800**

ITEM	DESCRIPTION	QUANTITY	UNIT	UNIT $	TOTAL COST
Plantings					
J-1	Compost	0	CY	$25	-
J-2	Fertilizer	0	CY	$1	-
J-3	Planter Bed Topsoil Prep & Placement 24" Depth	0	SY	$35	-
J-4	Planter Bed Mulch (4" depth by owner)	0	SY	$7	-
J-5	Planter Bed Fabric (shrub beds only)	0	SY	$5	-
J-6	Trees (shade)	10	EA	$500	$5,000
J-7	Trees (ornamental)	0	EA	$500	-
J-8	Tree mulch 4" Deep	10	EA	$10	$100
J-9	Tree Fabric	20	SY	$1	$20
J-10	Landscape Edging - Planter Bed Only	0	LF	$10	-
J-11	Tree Grate	10	EA	$1,000	$10,000
J-12	Shrubs	0	EA	$60	-
J-13	Perennial (Forbs & Ornamental Grasses)	0	EA	$25	-
		SUBTOTAL			**$15,120**
Irrigation Systems					
K-1	Irrigation (2") Mainline & Valve Assembly	800	LF	$10	$8,000
K-2	Irrigation Main Controller/Valve System	0	EA	$5,000	-
K-3	Drip Irrigation (Planter Bed Row Grid)	1,200	SY	$15	$18,000
K-4	Irrigation Sleeves (4")	800	LF	$6	$4,800
		SUBTOTAL			**$30,800**
Light Fixtures					
L-1	Streetlight Pole/Fixtures	10	EA	$7,000	$70,000
L-2	Fixture Feeder Wire & Conduit	800	LF	$12	$9,600
L-3	Fixture Feeder Trenching, Tracer Wire	800	LF	$1.20	$960
L-4	Traffic Signal	0	EA	$100,000	-
		SUBTOTAL			**$80,560**
Power Distribution					
N-1	Lighting Power Transformer	0	LS	$25,000	-
N-2	Panelboard Feeder Wire & Conduit	0	LS	$14,500	-
N-3	Panelboard Feeder Trenching, Tracer Wire	0	LS	$4,000	-
N-4	Conduit & Trench for electrical	0	LF	$17	-
		SUBTOTAL			
			Subtotal		**$857,400**
			Bond		**$51,444**
			Subtotal		**$908,844**
			TAX		**$42,870**
			Subtotal		**$951,714**
			Contigency	**0.25**	**$237,929**
			Subtotal		**$1,189,643**
			Landscape Architecture/Engineering Final Design/Construction Administration	**0.12**	**$142,757**
			Subtotal		**$1,332,400**

Weaver Street Improvements between W Main St and Central Ave

ITEM	DESCRIPTION	QUANTITY	UNIT	UNIT $	TOTAL COST
General					
G-1	Construction Testing	1	LS	$5,000	$5,000
G-2	Construction Surveying & Control	1	LS	$3,500	$3,500
G-3	Misc. Utility Search (conduit/sleeve)	1	LS	$800	$800
G-4	Laydown area	1	LS	-	-
G-5	Haul & Disposal	7,200	CY	$27	$194,400
G-6	Erosion/Dust Control	1	LS	$10,000	$10,000
G-7	Demolition Pavement Sidewalk	2,100	SY	$30	$63,000
G-8	Demolition Curb	800	LF	$5	$4,000
G-9	Demolition Pavement Road Milling/Haul	1,400	SY	$3	$4,200
		SUBTOTAL			**$284,900**
Pavement - Include Subgrade Prep & Base					
A-1	Reinf. Concrete Pavement	0	SF	$24	-
A-2	Reinf. Concrete Color Additive Pigment Only	0	SF	$2	-
A-3	Concrete Sidewalk Pavement	9,600	SF	$15	$144,000
A-4	Vehicular Pavers	0	SF	$20	-
A-5	Pedestrian Pavers	480	SF	$16	$6,720
A-6	Reinforced Concrete Band	0	LF	$12	-
A-7	Landscape Concrete Band	0	LF	$30	-
A-8	Concrete Thickened Edge	0	LF	$30	-
A-9	Curb and Gutter	900	LF	$25	$22,500
A-10	Asphalt Pavement - Heavy including base	1,400	SY	$75	$105,000
		SUBTOTAL			**$278,220**
Site Accessories					
B-1	Sidewalk Trench Drain	0	LF	$90	-
B-2	Crosswalk Truncated Domes	2	EA	$500	$1,000
B-3	Accessible Signs (Sign and Post Assembly)	2	EA	$450	$900
B-4	Bus Parking Signs (Sign and Post Assembly)	2	EA	$450	$900
B-5	Irrigation Sleeves 4" Sched. 40 PVC	100	LF	$6	$600
B-6	Bench	2	EA	$2,800	$5,600
B-7	Trash	2	EA	$1,800	$3,600
		SUBTOTAL			**$12,600**
Storm Drainage/Utilities					
G-1	Storm Inlets	4	EA	$4,200	$16,800
G-2	36" RCP Storm	400	LF	$300	$120,000
G-3	Multiflow Drainage System	400	LF	$4	$1,600
G-4	12" RCP	120	LF	$75	$9,000
		SUBTOTAL			**$147,400**
Grading - Finish					
H-1	Finish Grading	120	CY	$15	$1,800
H-2	General Granular Backfill	40	CY	$150	$6,000
		SUBTOTAL			**$7,800**

ITEM	DESCRIPTION	QUANTITY	UNIT	UNIT $	TOTAL COST
Plantings					
J-1	Compost	0	CY	$25	-
J-2	Fertilizer	0	CY	$1	-
J-3	Planter Bed Topsoil Prep & Placement 24" Depth	0	SY	$35	-
J-4	Planter Bed Mulch (4" depth by owner)	0	SY	$7	-
J-5	Planter Bed Fabric (shrub beds only)	0	SY	$5	-
J-6	Trees (shade)	10	EA	$500	$5,000
J-7	Trees (ornamental)	0	EA	$500	-
J-8	Tree mulch 4" Deep	10	EA	$10	$100
J-9	Tree Fabric	20	SY	$1	$20
J-10	Landscape Edging - Planter Bed Only	0	LF	$10	-
J-11	Tree Grate	10	EA	$1,000	$10,000
J-12	Shrubs	0	EA	$60	-
J-13	Perennial (Forbs & Ornamental Grasses)	0	EA	$25	-
		SUBTOTAL			**$15,120**
Irrigation Systems					
K-1	Irrigation (2") Mainline & Valve Assembly	800	LF	$10	$8,000
K-2	Irrigation Main Controller/Valve System	0	EA	$5,000	-
K-3	Drip Irrigation (Planter Bed Row Grid)	1,200	SY	$15	$18,000
K-4	Irrigation Sleeves (4")	800	LF	$6	$4,800
		SUBTOTAL			**$30,800**
Light Fixtures					
L-1	Streetlight Pole/Fixtures	10	EA	$7,000	$70,000
L-2	Fixture Feeder Wire & Conduit	800	LF	$12	$9,600
L-3	Fixture Feeder Trenching, Tracer Wire	800	LF	$1.20	$960
L-4	Traffic Signal	0	EA	$100,000	-
		SUBTOTAL			**$80,560**
Power Distribution					
N-1	Lighting Power Transformer	0	LS	$25,000	-
N-2	Panelboard Feeder Wire & Conduit	0	LS	$14,500	-
N-3	Panelboard Feeder Trenching, Tracer Wire	0	LS	$4,000	-
N-4	Conduit & Trench for electrical	0	LF	$17	-
		SUBTOTAL			
				Subtotal	**$857,400**
				Bond	**$51,444**
				Subtotal	**$908,844**
				TAX	**$42,870**
				Subtotal	**$951,714**
				Contigency	**0.25** **$237,929**
				Subtotal	**$1,189,643**
				Landscape Architecture/Engineering Final Design/Construction Administration	**0.12** **$142,757**
				Subtotal	**$1,332,400**

Kennedy Street Improvements between W Main St and Central Ave

ITEM	DESCRIPTION	QUANTITY	UNIT	UNIT $	TOTAL COST
General					
G-1	Construction Testing	1	LS	$5,000	$5,000
G-2	Construction Surveying & Control	1	LS	$3,500	$3,500
G-3	Misc. Utility Search (conduit/sleeve)	1	LS	$800	$800
G-4	Laydown area	1	LS	-	-
G-5	Haul & Disposal	7,200	CY	$27	$194,400
G-6	Erosion/Dust Control	1	LS	$10,000	$10,000
G-7	Demolition Pavement Sidewalk	2,100	SY	$30	$63,000
G-8	Demolition Curb	800	LF	$5	$4,000
G-9	Demolition Pavement Road Milling/Haul	1,400	SY	$3	$4,200
		SUBTOTAL			**$284,900**
Pavement - Include Subgrade Prep & Base					
A-1	Reinf. Concrete Pavement	0	SF	$24	-
A-2	Reinf. Concrete Color Additive Pigment Only	0	SF	$2	-
A-3	Concrete Sidewalk Pavement	9,600	SF	$15	$144,000
A-4	Vehicular Pavers	0	SF	$20	-
A-5	Pedestrian Pavers	480	SF	$16	$6,720
A-6	Reinforced Concrete Band	0	LF	$12	-
A-7	Landscape Concrete Band	0	LF	$30	-
A-8	Concrete Thickened Edge	0	LF	$30	-
A-9	Curb and Gutter	900	LF	$25	$22,500
A-10	Asphalt Pavement - Heavy including base	1,400	SY	$75	$105,000
		SUBTOTAL			**$278,220**
Site Accessories					
B-1	Sidewalk Trench Drain	0	LF	$90	-
B-2	Crosswalk Truncated Domes	2	EA	$500	$1,000
B-3	Accessible Signs (Sign and Post Assembly)	2	EA	$450	$900
B-4	Bus Parking Signs (Sign and Post Assembly)	2	EA	$450	$900
B-5	Irrigation Sleeves 4" Sched. 40 PVC	100	LF	$6	$600
B-6	Bench	2	EA	$2,800	$5,600
B-7	Trash	2	EA	$1,800	$3,600
		SUBTOTAL			**$12,600**
Storm Drainage/Utilities					
G-1	Storm Inlets	4	EA	$4,200	$16,800
G-2	36" RCP Storm	400	LF	$300	$120,000
G-3	Multiflow Drainage System	400	LF	$4	$1,600
G-4	12" RCP	120	LF	$75	$9,000
		SUBTOTAL			**$147,400**
Grading - Finish					
H-1	Finish Grading	120	CY	$15	$1,800
H-2	General Granular Backfill	40	CY	$150	$6,000
		SUBTOTAL			**$7,800**

ITEM	DESCRIPTION	QUANTITY	UNIT	UNIT $	TOTAL COST
Plantings					
J-1	Compost	0	CY	$25	-
J-2	Fertilizer	0	CY	$1	-
J-3	Planter Bed Topsoil Prep & Placement 24" Depth	0	SY	$35	-
J-4	Planter Bed Mulch (4" depth by owner)	0	SY	$7	-
J-5	Planter Bed Fabric (shrub beds only)	0	SY	$5	-
J-6	Trees (shade)	10	EA	$500	$5,000
J-7	Trees (ornamental)	0	EA	$500	-
J-8	Tree mulch 4" Deep	10	EA	$10	$100
J-9	Tree Fabric	20	SY	$1	$20
J-10	Landscape Edging - Planter Bed Only	0	LF	$10	-
J-11	Tree Grate	10	EA	$1,000	$10,000
J-12	Shrubs	0	EA	$60	-
J-13	Perennial (Forbs & Ornamental Grasses)	0	EA	$25	-
		SUBTOTAL			**$15,120**
Irrigation Systems					
K-1	Irrigation (2") Mainline & Valve Assembly	800	LF	$10	$8,000
K-2	Irrigation Main Controller/Valve System	0	EA	$5,000	-
K-3	Drip Irrigation (Planter Bed Row Grid)	1,200	SY	$15	$18,000
K-4	Irrigation Sleeves (4")	800	LF	$6	$4,800
		SUBTOTAL			**$30,800**
Light Fixtures					
L-1	Streetlight Pole/Fixtures	10	EA	$7,000	$70,000
L-2	Fixture Feeder Wire & Conduit	800	LF	$12	$9,600
L-3	Fixture Feeder Trenching, Tracer Wire	800	LF	$1.20	$960
L-4	Traffic Signal	0	EA	$100,000	-
		SUBTOTAL			**$80,560**
Power Distribution					
N-1	Lighting Power Transformer	0	LS	$25,000	-
N-2	Panelboard Feeder Wire & Conduit	0	LS	$14,500	-
N-3	Panelboard Feeder Trenching, Tracer Wire	0	LS	$4,000	-
N-4	Conduit & Trench for electrical	0	LF	$17	-
		SUBTOTAL			
			Subtotal		**$857,400**
			Bond		**$51,444**
			Subtotal		**$908,844**
			TAX		**$42,870**
			Subtotal		**$951,714**
			Contigency	**0.25**	**$237,929**
			Subtotal		**$1,189,643**
			Landscape Architecture/Engineering Final Design/Construction Administration	**0.12**	**$142,757**
			Subtotal		**$1,332,400**

Davis Street Improvements between W Main St and Central Ave

ITEM	DESCRIPTION	QUANTITY	UNIT	UNIT $	TOTAL COST
General					
G-1	Construction Testing	1	LS	$5,000	$5,000
G-2	Construction Surveying & Control	1	LS	$3,500	$3,500
G-3	Misc. Utility Search (conduit/sleeve)	1	LS	$800	$800
G-4	Laydown area	1	LS	-	-
G-5	Haul & Disposal	7,200	CY	$27	$194,400
G-6	Erosion/Dust Control	1	LS	$10,000	$10,000
G-7	Demolition Pavement Sidewalk	2,100	SY	$30	$63,000
G-8	Demolition Curb	800	LF	$5	$4,000
G-9	Demolition Pavement Road Milling/Haul	1,400	SY	$3	$4,200
		SUBTOTAL			**$284,900**
Pavement - Include Subgrade Prep & Base					
A-1	Reinf. Concrete Pavement	0	SF	$24	-
A-2	Reinf. Concrete Color Additive Pigment Only	0	SF	$2	-
A-3	Concrete Sidewalk Pavement	9,600	SF	$15	$144,000
A-4	Vehicular Pavers	0	SF	$20	-
A-5	Pedestrian Pavers	480	SF	$16	$6,720
A-6	Reinforced Concrete Band	0	LF	$12	-
A-7	Landscape Concrete Band	0	LF	$30	-
A-8	Concrete Thickened Edge	0	LF	$30	-
A-9	Curb and Gutter	900	LF	$25	$22,500
A-10	Asphalt Pavement - Heavy including base	1,400	SY	$75	$105,000
		SUBTOTAL			**$278,220**
Site Accessories					
B-1	Sidewalk Trench Drain	0	LF	$90	-
B-2	Crosswalk Truncated Domes	2	EA	$500	$1,000
B-3	Accessible Signs (Sign and Post Assembly)	2	EA	$450	$900
B-4	Bus Parking Signs (Sign and Post Assembly)	2	EA	$450	$900
B-5	Irrigation Sleeves 4" Sched. 40 PVC	100	LF	$6	$600
B-6	Bench	2	EA	$2,800	$5,600
B-7	Trash	2	EA	$1,800	$3,600
		SUBTOTAL			**$12,600**
Storm Drainage/Utilities					
G-1	Storm Inlets	4	EA	$4,200	$16,800
G-2	36" RCP Storm	400	LF	$300	$120,000
G-3	Multiflow Drainage System	400	LF	$4	$1,600
G-4	12" RCP	120	LF	$75	$9,000
		SUBTOTAL			**$147,400**
Grading - Finish					
H-1	Finish Grading	120	CY	$15	$1,800
H-2	General Granular Backfill	40	CY	$150	$6,000
		SUBTOTAL			**$7,800**

ITEM	DESCRIPTION	QUANTITY	UNIT	UNIT $	TOTAL COST
Plantings					
J-1	Compost	0	CY	$25	-
J-2	Fertilizer	0	CY	$1	-
J-3	Planter Bed Topsoil Prep & Placement 24" Depth	0	SY	$35	-
J-4	Planter Bed Mulch (4" depth by owner)	0	SY	$7	-
J-5	Planter Bed Fabric (shrub beds only)	0	SY	$5	-
J-6	Trees (shade)	10	EA	$500	$5,000
J-7	Trees (ornamental)	0	EA	$500	-
J-8	Tree mulch 4" Deep	10	EA	$10	$100
J-9	Tree Fabric	20	SY	$1	$20
J-10	Landscape Edging - Planter Bed Only	0	LF	$10	-
J-11	Tree Grate	10	EA	$1,000	$10,000
J-12	Shrubs	0	EA	$60	-
J-13	Perennial (Forbs & Ornamental Grasses)	0	EA	$25	-
		SUBTOTAL			**$15,120**
Irrigation Systems					
K-1	Irrigation (2") Mainline & Valve Assembly	800	LF	$10	$8,000
K-2	Irrigation Main Controller/Valve System	0	EA	$5,000	-
K-3	Drip Irrigation (Planter Bed Row Grid)	1,200	SY	$15	$18,000
K-4	Irrigation Sleeves (4")	800	LF	$6	$4,800
		SUBTOTAL			**$30,800**
Light Fixtures					
L-1	Streetlight Pole/Fixtures	10	EA	$7,000	$70,000
L-2	Fixture Feeder Wire & Conduit	800	LF	$12	$9,600
L-3	Fixture Feeder Trenching, Tracer Wire	800	LF	$1.20	$960
L-4	Traffic Signal	0	EA	$100,000	-
		SUBTOTAL			**$80,560**
Power Distribution					
N-1	Lighting Power Transformer	0	LS	$25,000	-
N-2	Panelboard Feeder Wire & Conduit	0	LS	$14,500	-
N-3	Panelboard Feeder Trenching, Tracer Wire	0	LS	$4,000	-
N-4	Conduit & Trench for electrical	0	LF	$17	-
		SUBTOTAL			
		Subtotal			**$857,400**
		Bond			**$51,444**
		Subtotal			**$908,844**
		TAX			**$42,870**
		Subtotal			**$951,714**
		Contigency		**0.25**	**$237,929**
		Subtotal			**$1,189,643**
		Landscape Architecture/Engineering Final Design/Construction Administration		**0.12**	**$142,757**
		Subtotal			**$1,332,400**

Kennedy Street Improvements between W Main St and Central Ave

ITEM	DESCRIPTION	QUANTITY	UNIT	UNIT $	TOTAL COST
General					
G-1	Construction Testing	1	LS	$5,000	$5,000
G-2	Construction Surveying & Control	1	LS	$3,500	$3,500
G-3	Misc. Utility Search (conduit/sleeve)	1	LS	$800	$800
G-4	Laydown area	1	LS	-	-
G-5	Haul & Disposal	7,200	CY	$27	$194,400
G-6	Erosion/Dust Control	1	LS	$10,000	$10,000
G-7	Demolition Pavement Sidewalk	2,100	SY	$30	$63,000
G-8	Demolition Curb	800	LF	$5	$4,000
G-9	Demolition Pavement Road Milling/Haul	1,400	SY	$3	$4,200
		SUBTOTAL			**$284,900**
Pavement - Include Subgrade Prep & Base					
A-1	Reinf. Concrete Pavement	0	SF	$24	-
A-2	Reinf. Concrete Color Additive Pigment Only	0	SF	$2	-
A-3	Concrete Sidewalk Pavement	9,600	SF	$15	$144,000
A-4	Vehicular Pavers	0	SF	$20	-
A-5	Pedestrian Pavers	480	SF	$16	$6,720
A-6	Reinforced Concrete Band	0	LF	$12	-
A-7	Landscape Concrete Band	0	LF	$30	-
A-8	Concrete Thickened Edge	0	LF	$30	-
A-9	Curb and Gutter	900	LF	$25	$22,500
A-10	Asphalt Pavement - Heavy including base	1,400	SY	$75	$105,000
		SUBTOTAL			**$278,220**
Site Accessories					
B-1	Sidewalk Trench Drain	0	LF	$90	-
B-2	Crosswalk Truncated Domes	2	EA	$500	$1,000
B-3	Accessible Signs (Sign and Post Assembly)	2	EA	$450	$900
B-4	Bus Parking Signs (Sign and Post Assembly)	2	EA	$450	$900
B-5	Irrigation Sleeves 4" Sched. 40 PVC	100	LF	$6	$600
B-6	Bench	2	EA	$2,800	$5,600
B-7	Trash	2	EA	$1,800	$3,600
		SUBTOTAL			**$12,600**
Storm Drainage/Utilities					
G-1	Storm Inlets	4	EA	$4,200	$16,800
G-2	36" RCP Storm	400	LF	$300	$120,000
G-3	Multiflow Drainage System	400	LF	$4	$1,600
G-4	12" RCP	120	LF	$75	$9,000
		SUBTOTAL			**$147,400**
Grading - Finish					
H-1	Finish Grading	120	CY	$15	$1,800
H-2	General Granular Backfill	40	CY	$150	$6,000
		SUBTOTAL			**$7,800**

ITEM	DESCRIPTION	QUANTITY	UNIT	UNIT $	TOTAL COST
Plantings					
J-1	Compost	0	CY	$25	-
J-2	Fertilizer	0	CY	$1	-
J-3	Planter Bed Topsoil Prep & Placement 24" Depth	0	SY	$35	-
J-4	Planter Bed Mulch (4" depth by owner)	0	SY	$7	-
J-5	Planter Bed Fabric (shrub beds only)	0	SY	$5	-
J-6	Trees (shade)	10	EA	$500	$5,000
J-7	Trees (ornamental)	0	EA	$500	-
J-8	Tree mulch 4" Deep	10	EA	$10	$100
J-9	Tree Fabric	20	SY	$1	$20
J-10	Landscape Edging - Planter Bed Only	0	LF	$10	-
J-11	Tree Grate	10	EA	$1,000	$10,000
J-12	Shrubs	0	EA	$60	-
J-13	Perennial (Forbs & Ornamental Grasses)	0	EA	$25	-
		SUBTOTAL			**$15,120**
Irrigation Systems					
K-1	Irrigation (2") Mainline & Valve Assembly	800	LF	$10	$8,000
K-2	Irrigation Main Controller/Valve System	0	EA	$5,000	-
K-3	Drip Irrigation (Planter Bed Row Grid)	1,200	SY	$15	$18,000
K-4	Irrigation Sleeves (4")	800	LF	$6	$4,800
		SUBTOTAL			**$30,800**
Light Fixtures					
L-1	Streetlight Pole/Fixtures	10	EA	$7,000	$70,000
L-2	Fixture Feeder Wire & Conduit	800	LF	$12	$9,600
L-3	Fixture Feeder Trenching, Tracer Wire	800	LF	$1.20	$960
L-4	Traffic Signal	0	EA	$100,000	-
		SUBTOTAL			**$80,560**
Power Distribution					
N-1	Lighting Power Transformer	0	LS	$25,000	-
N-2	Panelboard Feeder Wire & Conduit	0	LS	$14,500	-
N-3	Panelboard Feeder Trenching, Tracer Wire	0	LS	$4,000	-
N-4	Conduit & Trench for electrical	0	LF	$17	-
		SUBTOTAL			
	Subtotal				**$857,400**
	Bond				**$51,444**
	Subtotal				**$908,844**
	TAX				**$42,870**
	Subtotal				**$951,714**
	Contigency			**0.25**	**$237,929**
	Subtotal				**$1,189,643**
	Landscape Architecture/Engineering Final Design/Construction Administration			**0.12**	**$142,757**
	Subtotal				**$1,332,400**

BACK COVER